

City of Laguna Hills

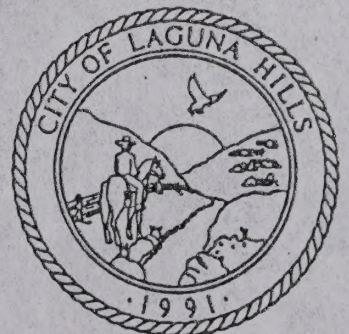
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General Plan



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General Plan



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GENERAL PLAN

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Prepared for:
City of Laguna Hills
25201 Paseo de Alicia, Suite 150
Laguna Hills, California 92653
(714) 707-2600

Prepared by:
Planning Network and LSA Associates
One Park Plaza, Suite 500
Irvine, California 92714
(714) 553-0666

Adopted by Laguna Hills City Council
June 28, 1994

CITY OF LAUREL

CITY MANAGER

Office of the City Manager
City of Laurel

100 North Main Street
Laurel, Maryland 20785

Dear Mr. [Name]:
Thank you for your letter of [Date] regarding [Subject].
I am sorry that I cannot provide you with a more definitive answer at this time.
The City Council is currently reviewing the matter and will make a decision in the near future.

Sincerely,
[Signature]
City Manager

Enclosed for you is a copy of the City Council's decision regarding [Subject].
Thank you for your patience.

ACKNOWLEDGEMENTS

City Council

R. Craig Scott, Mayor
Randal J. Bressette, Mayor Pro Tempore
Melody Carruth, Councilmember
Joel Lautenschleger, Councilmember
L. Allan Songstad, Jr., Councilmember

General Plan Advisory Committee

David Beadles
Rich Bohay
Lloyd Castleton
Clyde Childress
Bernard "Bud" Freedman
Joseph Greco
David Gunderman
Bill Kogerman
Robin Lerum
Raghu Mathur
Robert E. Portik
Marty Samuel
Darleen E. Stebenne
Don Stout
Barbara West
Robert Wheeler

City Manager

Bruce Channing

Planning Department

Michael Thiele, Planning Director
John Libiez, General Plan Project Manager

Prepared by

Planning Network and LSA Associates
One Park Plaza, Suite 500
Irvine, California 92714

CITY OF LAGUNA HILLS

GENERAL PLAN

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I. INTRODUCTION

GENERAL PLAN

I. INTRODUCTION

A. NATURE AND PURPOSE OF THE GENERAL PLAN

The Laguna Hills General Plan is a statement by the community of what it feels is in the best interest of the community. The General Plan functions as a guide to the type of community desired for the future, and provides the means by which that desired future can be realized. The Laguna Hills General Plan expresses, in the form of text, maps, and illustrations, the organization of physical, economic, and social activities sought by the community in order to create and maintain a functional, healthful, and desirable place in which to live and do business. The Laguna Hills General Plan thus serves as a comprehensive strategy for the management of future growth and change.

The Laguna Hills General Plan is intended to be a guide for local decision making. To provide for logical and orderly development and redevelopment, the General Plan addresses immediate, mid-term, and long-term issues concerning public services, the economic vitality of the community, and environmental protections and constraints. Land use and policy determinations can thus be made within a comprehensive framework that incorporates all public health, safety, and "quality of life" considerations in a manner that balances ecological and human systems.

THE ROLE OF THE GENERAL PLAN

According to State guidelines, the role of the General Plan is to establish a document that will "...act as a 'constitution' for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private."

As further mandated by the State, the Laguna Hills General Plan serves to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its sphere of influence as they relate to land use and development.
- Provide a framework within which the City Council can make land use decisions.
- Provide citizens the opportunity to participate in the planning and decision making process affecting the City and its sphere of influence.
- Inform citizens, developers, decision makers, and other agencies, as appropriate, of the City's basic rules that will guide development within the City and its sphere of influence.
- Inform citizens, developers, decision makers, and other agencies, as appropriate, of the City's basic rules that will guide development within the City and provide similar notice as to how the City envisions development in the surrounding unincorporated portions of the General Plan study area.

GENERAL PLAN

STATE MANDATED ELEMENTS

State law requires that the General Plan include seven mandatory elements (see box at right), but allows a certain amount of flexibility in how each local jurisdiction structures these elements.

In addition to the elements required by State law, the Laguna Hills General Plan includes Fiscal Management and Municipal Facilities and Services chapters as optional elements. The addition of these two chapters serves to tie general future land use policy to the economic and provision of service issues that are the ultimate driving forces in the implementation of the City's future.

Table I-2, at the end of this introduction, describes the organization of the Laguna Hills General Plan and how each of the planning issues contained in this document corresponds to the State's seven mandated elements. It should be noted that many of the planning issues discussed in the Laguna Hills General Plan overlap, and are addressed by more than one mandated element. In order to achieve consistency throughout the Plan and to help locate issues that may be included in other elements, the reader will find a number of boxes (such as the one illustrating the State Mandated Elements of a General Plan) that provide a guide to related information in another part of the General Plan or its companion documents.

THE COMPREHENSIVE NATURE OF THE
GENERAL PLAN

To be effective as a guide to decision making, the Laguna Hills General Plan integrates the following comprehensive view of the community's future physical, social, and economic concerns:

Identification of Issues: The General Plan not only addresses issues that the State mandates be covered, but also includes policies which respond to current community issues which have been identified during the General Plan preparation process. The identification and resolution of the myriad issues facing the City of Laguna Hills creates the central focus of the General Plan.

State Mandated Elements

- *The land use element designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.*
- *The circulation element is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.*
- *The housing element is a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies policy for providing adequate housing, and includes action programs for this purpose.*
- *The conservation element addresses the conservation, development, and use of natural resources, including water, forests, soils, rivers, and mineral deposits.*
- *The open-space element details plans and measures for preserving open space for natural resources, the managed protection of resources, outdoor recreation, public health and safety, and the identification of agricultural land.*
- *The noise element identifies and appraises noise problems within the community.*
- *The safety element establishes policies and programs to protect the community from risk associated with seismic, geologic, flood, and fire hazards.*

Source: California Government Code

GENERAL PLAN

Establishing a Planning Area Boundary: In order to ensure that the City's General Plan addresses issues that may affect or be affected by areas outside the existing city limits, a comprehensive General Plan study area has been established (see Figure I-2). This planning area takes into consideration areas outside the current City limits within the adopted sphere of influence.

Maintaining a Regional Context: It is important that the General Plan establishes local policy while keeping in mind that the City of Laguna Hills is part of a larger region. Certain issues addressed in the General Plan, such as air quality and hazardous materials, have a local component, but are more readily addressed on a regional or countywide basis. In such cases, the task of the General Plan is to integrate the interests, values, and concerns of the residents of Laguna Hills with regional and countywide policies. In addition, it is the purpose of the General Plan to provide a forum for the discussion and resolution of issues that cannot be solved by the City alone, but that require cooperative actions by a number of jurisdictions.

Interagency Coordination: Finally, the General Plan recognizes that actions taken by the City of Laguna Hills pursuant to this document may have far-reaching effects on lands outside the City, while actions taken by other agencies may have serious implications for the City. Thus, the plan provides for ongoing communication between the City of Laguna Hills and other agencies such as the cities of Mission Viejo, Lake Forest, Laguna Niguel, and the unincorporated areas of Orange County, including Aliso Viejo and Leisure World, whose actions can affect and be affected by actions taken by the City.

THE LAGUNA HILLS GENERAL PLAN AS A LONG-TERM PLANNING TOOL

By definition, a General Plan for any community needs to include policies that can be extended into the immediate and long-term future. Most cities rely on 15 to 25 years as the long-term planning horizon for the General Plan. Since the City of Laguna Hills has nearly reached its buildout capacity, the Laguna Hills General Plan establishes policies for the continuing maintenance and reuse of parcels within the study area, thereby creating the framework upon which future General Plan reevaluation can be based.

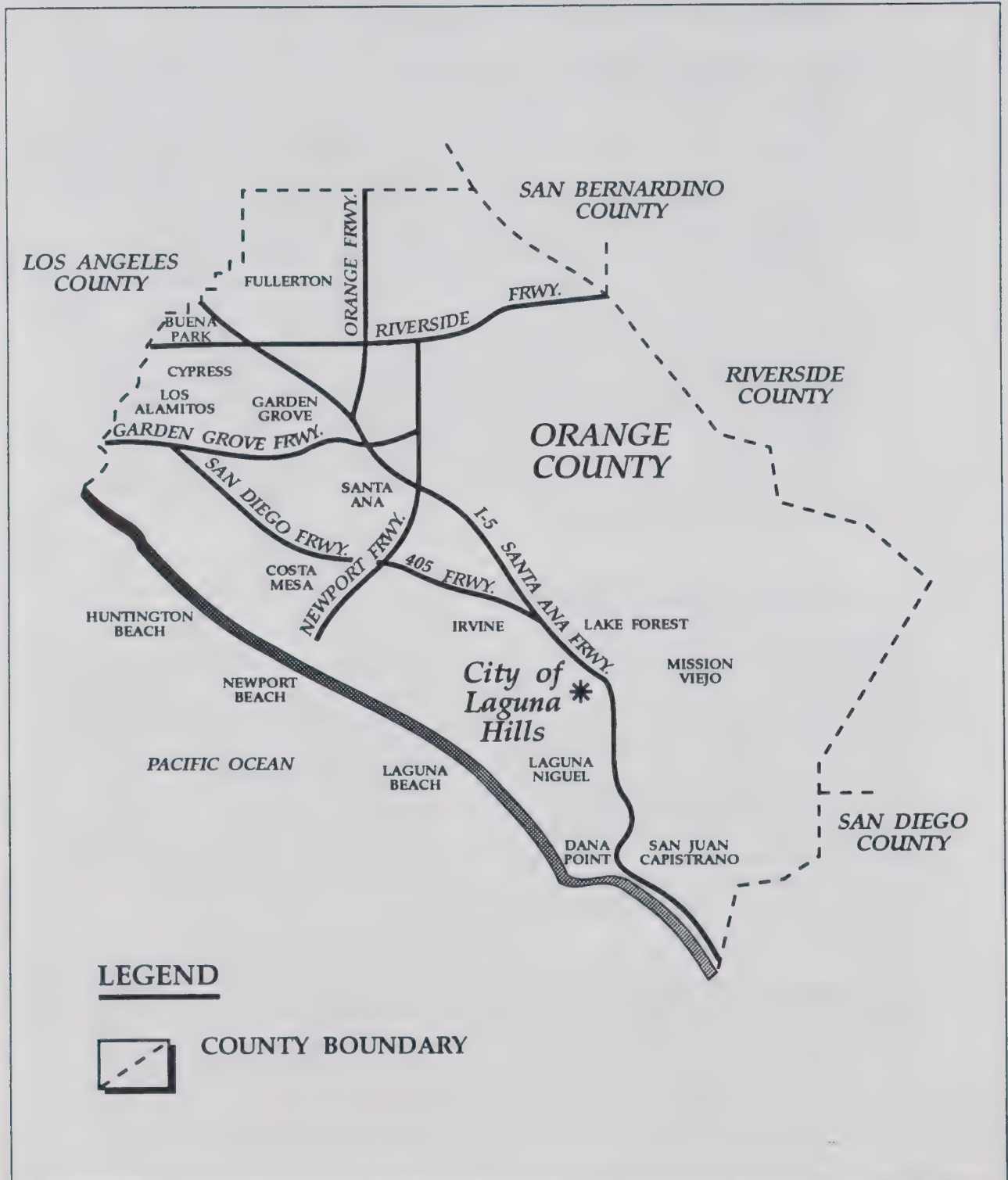
The General Plan must be flexible enough to respond to the changing needs of local and regional planning programs. Examples of such programs and requirements include annual County growth forecasts, SCAG's Regional Housing Needs Assessment and required 5 year affordable housing allocations, requirements for local agencies to undertake a 10-year analysis of assisted housing at risk of conversion, and Measure M's requirement for cities to maintain a 7 year capital improvement program.

Under State law, the Housing Element represents a short-term program that must be reevaluated every five years. Other elements are routinely reviewed and revised as new information becomes available or as community values or attitudes change.

CITY OF LAGUNA HILLS

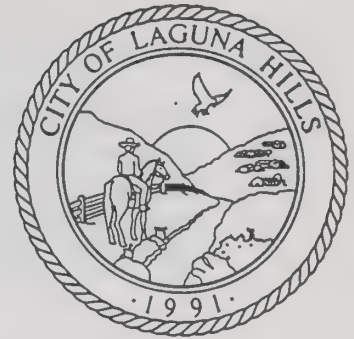
GENERAL PLAN

Figure I-1
Regional Location Map



CITY OF LAGUNA HILLS

GENERAL PLAN



B. GENERAL PLAN FORMAT, ORGANIZATION, AND STRUCTURE

Including the Introduction, the General Plan has been organized into eight chapters. These chapters include Community Development and Design, Fiscal Management, Municipal Facilities and Services, Environmental Resources, Environmental Hazards, and Implementation and Monitoring Programs. State mandated issues that are required to be addressed, along with optional local and regional issues relevant to Laguna Hills, are included in each chapter as separate elements (see Table I-2).

CHAPTER II. COMMUNITY DEVELOPMENT AND DESIGN

Community Development addresses the physical and urban design components that support the type of community Laguna Hills residents desire. This portion of the General Plan focuses on the organization of the City's physical environment into a logical, functional, and aesthetic pattern consistent with local social values. The Community Development and Design chapter fulfills the Measure M requirement for adoption of a Growth Management Element as part of municipal General Plans. This chapter also provides a summary of the manner in which other General Plan issues will affect the arrangement and design of development within the planning area.

This chapter also provides for the plans and programs necessary for the provision of housing for all economic segments of the community. Included in the discussion are issues related to the provision of housing to low, moderate, and upper income households, and those with special needs (elderly, handicapped, large families, and homeless). Finally, this chapter includes overall programs to be undertaken over the next five years to meet the needs of each of these groups.

CHAPTER III. FISCAL MANAGEMENT

The Fiscal Management chapter includes programs related to sustaining the economic vitality of the community. The goals, concepts, and strategies in this portion of the plan are designed to ensure a continued positive municipal income flow to the City in the future.

CHAPTER IV. MUNICIPAL FACILITIES AND SERVICES

The primary focus of this chapter is to address the services and facilities needed to support existing and future residential, commercial, and industrial development within the study area. This chapter focuses on establishing a clear tie between land use and the provision of public services. Overall, this chapter provides policies that achieve consistency between the Laguna Hills General Plan and the provisions of Proposition 111, the County's Congestions Management Plan, the South Coast Air Quality Management Plan, and SCAG's Regional Mobility Plan. This chapter also ensures that adequate levels of facilities and services are provided to Laguna Hills residents and businesses, and that new development pays its own way and does not impact the services and facilities enjoyed by present residents and businesses.

CITY OF LAGUNA HILLS

GENERAL PLAN

CHAPTER V. ENVIRONMENTAL MANAGEMENT

This chapter focuses on the use and management of natural resources and open space lands within the General Plan study area. This chapter establishes appropriate levels of resource conservation and preservation in light of the demands that will be placed on these resources by future residents and businesses.

CHAPTER VI. ENVIRONMENTAL HAZARDS

The Environmental Hazards chapter includes an evaluation of natural and man-made hazards faced by Laguna Hills residents and businesses, determines appropriate levels of protection from various hazards, and ensures that such protection is, in fact, provided.

CHAPTER VII. IMPLEMENTATION AND MONITORING PROGRAM

The Implementation and Monitoring Program is the City's blueprint for action. The program includes a presentation of a specific set of actions designed to implement the City's goals and strategies. The action program includes the full range of specific steps necessary to translate the vision described in the General Plan into reality.

For each action program, the department, individual, or agency responsible for implementing the action, the funding source, and the timing is identified.

The Implementation and Monitoring Program is organized as follows:

Introduction presents a brief overview of the purpose and structure of the program.

The Development Review Program lists specific actions that will be implemented as part of the City's development project review process. An introductory paragraph that is included identifies the agency or department responsible for implementing the action programs and the funding sources. The Development Review Program includes a comprehensive set of performance standards for new development within Laguna Hills. It also outlines the site specific studies that will be required as part of the environmental review of development projects. These performance standards are used to determine the consistency of a proposed development project with the General Plan.

The Intergovernmental Coordination and Community Involvement Program outlines programs to maintain open lines of communication with outside agencies and members of the community whose activities affect, and are affected by, the City of Laguna Hills.

Special Studies and Programs represent long-range implementation measures that the community will undertake. Because they are long range, these special studies are to be implemented at various times over the life of the General Plan. The Program assigns priorities, which can be coordinated over time with the City's budget and capital improvements program.

GENERAL PLAN

The City Council will review and revise priorities each year as part of the General Plan Review and Update, as well as with the local budget preparation process. Upon completion of the individual special studies, specific implementation programs may be adopted, as appropriate.

Image Enhancement Program contains a design program to enhance and maintain the City's physical image. An introductory paragraph identifies the agency responsible for implementing the action programs and the funding sources. A portion of this program will be instituted upon adoption of the General Plan, and will be implemented as part of the development review process throughout the life of the General Plan. Other portions of this program will be implemented as part of special studies and programs.

Housing Improvement Program includes the implementation measures of the Laguna Hills General Plan Housing Element.

The General Plan Review and Update Program (as required by Government Code 65400(b)) is an annual review and evaluation of how well the General Plan is actually working. It provides decision makers with the chance to reprioritize General Plan strategies, eliminating those that have been completed or have proven ineffective, and directing staff to explore new techniques for implementing General Plan policy directives.

The Growth Management Program implements the provision of Orange County's Measure M. This program focuses on congestion management and mitigation of development impacts related to areawide transportation facilities.

Implementation Monitoring Program contains an index of the General Plan Strategies and how they are related to implementation programs. The Implementation Monitoring Program also provides responsibility, funding and timing, which are likely to be necessary to implement the General Plan.

CHAPTER VIII. MASTER ENVIRONMENTAL IMPACT REPORT

The Master Environmental Impact Report (EIR) represents the final chapter of the General Plan, and addresses the impacts associated with buildout of all land uses within the General Plan study area. The Master EIR has been designed to integrate the goals, strategies and actions of the General Plan as the mitigation measures for the General Plan program. In addition, the General Plan Implementation and Monitoring Programs outlined in the Plan fulfill California State Environmental Quality Act (CEQA) implementation monitoring requirements for EIRs.

The Master EIR has also been prepared to function as a "Program EIR" under which subsequent development actions within the City may be assessed. A key component included in the Master EIR is the comprehensive database of environmental information for both the General Plan program and subsequent environmental determinations and focused studies.

ORGANIZATION OF CHAPTERS II THROUGH VII

To assist the reader in understanding and using the General Plan, chapters II through VII, which provide the General Plan's policy direction, have been structured in the following manner.

GENERAL PLAN

Introduction: A brief overview of the purpose and contents of the chapter is provided.

Issues: The specific issues that the community faces are assessed to provide a basis for developing the policy portion of the General Plan.

Goals, General Plan Approach, and Strategies: The Goals, General Plan Approach, and Strategies represent the heart of the General Plan. It is with these directives that the City will guide new development, maintain the environment and define the future character of the community (see box at right). In addition, definitions of key words such as "encourage" or "support," used in the development of each strategy, have been defined in the General Plan Glossary.

Policy Directives

Goal: A general, overall and ultimate purpose, aim, or end toward which the City will direct effort.

General Plan Approach: Discussion as to what position the City will take to establish solutions to relevant issues.

Strategies: Actions or activities that, when incorporated with the described General Plan approach, detail how each goal is to be accomplished.

GENERAL PLAN MAPS AND DIAGRAMS

Land Use Map

The Land Use Map depicts land use districts that, along with the General Plan text, contain the types and intensities of uses, densities, standards and, in some cases, the conditions under which the uses are allowed. The Land Use Map is located in a map pocket at the end of the General Plan.

Circulation Map

The Circulation Map represents the planned roadway system required to support buildout of the General Plan study area. The basic function of the routes represented on the Circulation Map is to indicate transportation corridors, both existing and proposed, as they relate to each other and to planned land use districts. They also serve as a guide to required dedication and improvement of rights-of-way, either in advance of need or as development occurs. The Circulation Map is located in the Circulation and Transportation element of the Municipal Facilities and Services Chapter of the General Plan.

A detailed description of each roadway cross section is also included in the Circulation Element of the General Plan.

Master Plan of Trails

The Laguna Hills Master Plan of Trails designates safe routes for bicycle travel, equestrian, and walking in the City through a system of on- and off-street trails, lanes, and routes. The trails system also provides connections to public parks, schools, and other alternative modes of transportation, such as local bus routes, and regional trails. The Master Plan of Trails is located in the Parks and Recreation element of the Municipal Facilities and Services Chapter of the General Plan

GENERAL PLAN

C. GUIDE TO THE GENERAL PLAN PROCESS

PROGRAM METHODOLOGY

The following section describes the methodology used in the Laguna Hills General Plan Program. It is intended that the information presented here will give the reader a better understanding of the process by which the Laguna Hills General Plan was developed and how it will be implemented in the future.

A flow chart that summarizes the Laguna Hills General Plan Program has been included as Figure I-3.

COMMUNITY PARTICIPATION PROGRAM

As an ongoing component of the General Plan Program, community participation represents the most important effort of the process. It is through community participation that a General Plan is specifically tailored to the needs and desires of the community.

Recognizing the importance of organized citizen input into the planning process, the Laguna Hills General Plan Program included a series of Community Workshops with both the general public and specific community groups and organizations. These Workshops included:

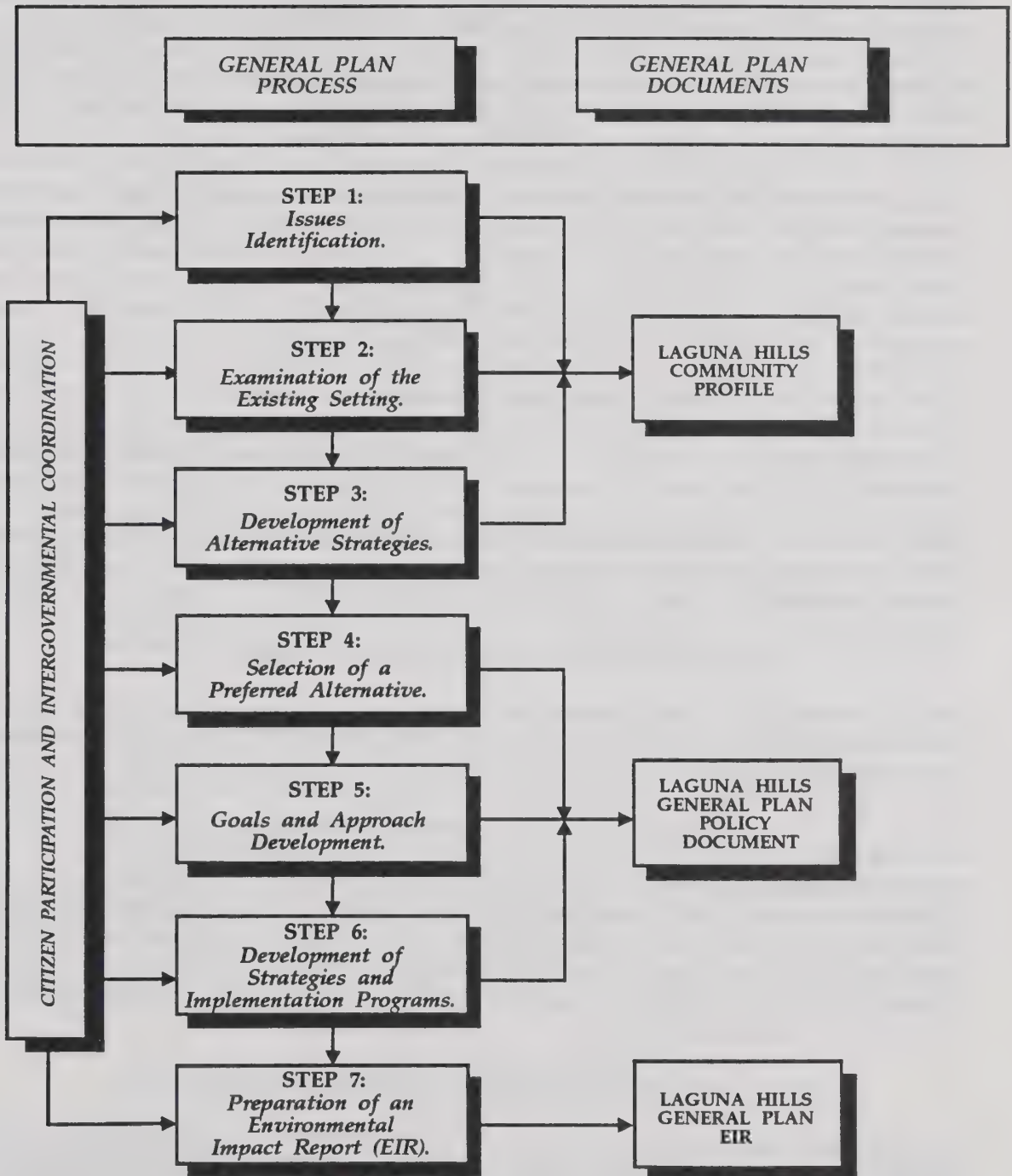
General Plan Advisory Committee: Recognizing the importance of organized citizen participation input into the planning process, the Laguna Hills General Plan program included the establishment of a General Plan Advisory Committee (GPAC) representing a diversity of interests within the City and its sphere of influence. This committee met eleven times over the course of eleven months during the General Plan program and provided valuable citizen insight into the development of the General Plan.

Council and Commissions Workshops: A series of workshops with the City Council, Parks and Recreation, and Traffic Commission were held in order to brief each group as to the progress of the General Plan Program, and to allow for a forum in which questions and concerns regarding the program could be addressed in a public meeting.

General Plan Public Hearings: As required by State law, a series of public hearings was held by the City Council to allow the public additional opportunities to provide public input and participate in the adoption of the Plan.

In addition to the workshops identified above, a community attitudes survey was undertaken at the outset of the General Plan program. The results of the survey are summarized in Appendix H of the Laguna Hills General Plan Master Environmental Impact Report.

Figure I-3
Laguna Hills General Plan Process



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GENERAL PLAN

LAGUNA HILLS GENERAL PLAN PROCESS

Step 1: Issues Identification

Issues represent the unresolved concerns of the community that are identified in the General Plan and dealt with by the Plan's goals, General Plan approach, and strategies. Methods used to identify and understand community issues included Communitywide Workshops, Commission and Council Workshops, and coordination with other jurisdictions. Community issues, along with alternative methods to resolve these issues, were presented in the Laguna Hills General Plan Community Profile.

Step 2: Examination of Existing Setting

This step of the General Plan Program included the creation of the Laguna Hills General Plan Community Profile. This research provided an understanding of the existing natural and man-made conditions within the community, their effect on the City's options for the future, and the natural and logical extent of the ultimate city limits. The Community Profile is available under separate cover from the General Plan document. The Community Profile was used as the starting point in the preparation of the General Plan and its Environmental Impact Report.

Step 3: Development of Alternative Strategies

With a comprehensive understanding of the existing setting and community issues presented in the Community Profile, three alternative community management and land use scenarios were developed. Following an environmental evaluation, these alternatives were presented to the community, City Commissions, and the City Council at public workshop sessions with the intent of allowing ample opportunity for public comment. Information gathered at the workshops was then given to the General Plan Advisory Committee prior to the selection of a preferred alternative.

Step 4: Selection of a Preferred Alternative

Once the alternatives had been evaluated, and reviewed by the public, the General Plan Advisory Committee developed the preferred alternative on which the General Plan policies and Land Use Map would be based.

Step 5: Goals and Objectives Development

Once the General Plan issues and existing setting were identified, analyzed, and documented, the General Plan goals and approach were developed. In order to provide a framework for these policies, the Laguna Hills General Plan Profile was completed. This document, which is available under separate cover, included an abstract of each chapter of the General Plan. This abstract was then reviewed by the City Council, City Commission, and General Plan Advisory Committee prior to the development of the Draft General Plan.

Step 6: Development of Strategies and Implementation Programs

Adoption of the General Plan is not an end, but is a critical step in an ongoing process of plan preparation, adoption, implementation, monitoring, and revision. Primary among implementation tools is a State requirement that zoning and subdivision actions, as well as capital improvement planning, be consistent with the adopted General Plan.

GENERAL PLAN

The Laguna Hills General Plan provides the first step in this process by integrating the General Plan policies with an *Implementation and Monitoring Program* that is used as a consistency checklist on a project by project basis. This quick policy reference guide helps those interpreting the plan to have ready access to a summary of the responsibility, timing, and funding information for each policy and how they might be associated with specific development proposals.

Step 7: Preparation of an Environmental Impact Report (EIR)

The General Plan Master EIR was prepared as an integral part of the General Plan preparation. The General Plan and Environmental Impact Report function as a "Master EIR" according to section 15168 of the CEQA Guidelines. The Master EIR is intended to be used to focus subsequent environmental review on later projects to permit discussion solely on new effects that had not been known or considered before, thus reducing the need for environmental review at a later time, as the various goals and policies on the General Plan are implemented.

D. MONITORING AND AMENDING THE GENERAL PLAN

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." Such a report will be prepared and delivered annually to the Laguna Hills City Council (see the Annual General Plan Review and Update section of the Implementation and Monitoring chapter).

In addition, AB 3180 (Ch. 1232, Stats. 1988), which amended the California Environmental Quality Act, requires every city and county to develop a monitoring or reporting plan in order to mitigate or avoid significant environmental effects. Because the strategies of the Laguna Hills General Plan were used as environmental mitigation measures in the Plan's Master EIR, the annual report prepared for the City Council regarding implementation of the General Plan will also be used to satisfy AB 3180 requirements.

Among the statutory responsibilities of California cities and counties is to "annually review the capital improvement program of the City or county and the local public works projects of other local agencies for their consistency with the General plan..." (Government Code Section 65103(c)). Also, pursuant to State law (Government Code Section 65401), all departments within the City and all other local government agencies (including the County school districts and special districts) must submit a list of proposed projects to the City. The City is then responsible for reviewing these projects for conformity with the General Plan. Few agencies within the State of California are in compliance with these requirements. It is the City's intent to execute these requirements for General Plan consistency reporting and review to the best of its ability. The Annual General Plan Review and Update Program process will be used to comply with the provisions of Government Code Sections 65301 and 65401.

MAINTAINING AN UP-TO-DATE GENERAL PLAN

To be valid, any amendment to General Plan text or maps must be reviewed by the Planning Agency, and be adopted by the City Council. By law, each State mandated element of the General Plan may be amended a maximum of four times a year (several changes may be grouped into each amendment).

GENERAL PLAN

The City Council or any citizen may apply to amend General Plan text or maps. Requests are reviewed by both the Planning Agency and City Council at public hearings, and the impacts that would result from implementation are studied by staff to determine whether the proposal should be supported. In order to ensure a compatible and internally consistent General Plan document, any proposed change to the plan must be consistent with the criteria and conditions of the balance of the General Plan text, as well as with General Plan maps.

General plan amendment requests will be processed in accordance with State Planning Law, CEQA, and City ordinances. There are three categories of General Plan Amendments, with each type being of greater complexity to review and process in accordance with State requirements. There will be a range of deposits that reflect the cost of processing each type of application. The three types of amendments, as shown in Table V-4, include Major, Minor, and Technical amendments.

Table I-1
Types of General Plan Amendments

Major Amendments
Major Amendments are any changes to the goals, policies, or actions that would alter the basic policy directions previously set forth within the Plan. A Major Amendment is also a change that would create substantial impacts to the existing level of public services.
Any applicant requesting such an amendment will be required to first file a request for Council action to formally initiate the amendment. After Council initiation, an application may be filed with the Planning Department by the applicant.
Minor Amendments
Minor Amendments will be considered by the Planning Agency on an ongoing basis. Minor Amendments include mapping or simple textual changes that do not create the need for extension of urban services to an area.
Technical Amendments
Amendments of this nature are essentially changes to the database and statistics used in preparation of the General Plan, changes to correct textual errors, and changes within the text to clarify the meaning of policies and actions as adopted. These will be processed on an ongoing basis.

Source: City of Laguna Hills, 1993.

E. INTERPRETATION OF THE GENERAL PLAN

MAP BOUNDARIES AND SYMBOLS

In any case where uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps, the following procedures will be used to resolve such uncertainty.

- Boundaries shown as approximately following lot lines shall be construed as following such lot lines.
- Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right-of-way.
- Boundaries shown as following or approximately following the limits of any municipal corporation shall be construed as following such limits.
- Boundaries shown as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines.
- Boundaries shown as following or approximately following railroad lines shall be construed to lie midway between the main tracks of such railroad lines.
- Boundaries shown as following or approximately following high water lines shall be construed to follow the mean high water lines of such lakes and, in the event of change in the mean high water line, shall be construed as moving with the actual mean high water line.
- Boundaries shown as following or approximately following the centerlines of streams, creeks, rivers, or other continuously flowing water courses shall be construed as following the channel centerline of such water courses taken at mean low water and, in the event of a natural change in the location of such streams, rivers, or other water courses, the zone boundary shall be construed as moving with the channel centerline.
- Boundaries shown as separated from, and parallel or approximately parallel to, any of the features listed above shall be construed to be parallel to such features and at such distances therefrom as are shown on the map.
- Symbols that indicate appropriate locations for proposed public facilities are not property specific. They indicate only the general area within which a specific facility should be established.

CITY OF LAGUNA HILLS

GENERAL PLAN

SPECIFIC STANDARDS

Where a specific numerical standard is set forth in this plan, that number is an interpretation of the underlying General Plan text, and may be varied in application, provided that the goals of the underlying policies are met.

COMPETING POLICIES AND PRIORITIES

It is the intent of the Laguna Hills General Plan to present the necessary information to make consistent and informed future land use and policy decisions. Despite the requirements of State law requiring internal consistency of the General Plan, the inclusion of goals, approach, and strategies that are based on competing issues is inevitable. An example of such a case is the requirement for regular watering of areas being graded and the desire for water conservation. Where such competition between issues results in seemingly inconsistent strategies, City decision makers will be required to consider the relative priority of such strategies at the time decisions are being made.

CITY OF LAGUNA HILLS

GENERAL PLAN

Table I-2
Index to Location of State Mandated General Plan Issues
Within the Laguna Hills General Plan

PLANNING ISSUES	Community Development	Fiscal Management	Municipal Facilities and Services	Environmental Management	Environmental Hazards
Land Use					
Distribution of Housing, Business, Industry	•				
Distribution of Open Space	•		•	•	
Distribution of Mineral Resources				•	
Distribution of Recreation Facilities	•		•		
Location of Educational Facilities	•		•		
Location of Public Buildings	•		•		
Location of Future Solid and Liquid Waste Facilities	•		•	•	
Identification of Areas Subject to Flooding				•	•
Economic¹					
City Budget Efficiency		•			
Capital Improvement Planning		•			
Financing City Services		•			
Expanding Business and Employment		•			
Circulation					
Major Thoroughfares			•		
Transportation Routes			•		
Terminals			•		
Other Local Public Utilities and Facilities	•		•		
Housing					
Preservation of Housing	•				
Maintenance of Housing	•				
Improvement and Conservation of Housing	•				

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GENERAL PLAN

Table I-2
Index to Location of State Mandated General Plan Issues
Within the Laguna Hills General Plan

PLANNING ISSUES	Community Development	Fiscal Management	Municipal Facilities and Services	Environmental Management	Environmental Hazards
Housing (Cont'd)					
Development of Housing	•				
Adequate Sites for Housing	•				
Adequate Provision of Housing for Projected Needs	•				
Promotion of Equal Housing Opportunities	•				
Conservation					
Water			•	•	
Soils				•	
Rivers and Other Waters				•	•
Wildlife				•	
Minerals				•	
Other Natural Resources				•	
Water Program			•	•	
Reclamation of Land and Waters				•	
Prevention of Pollution of Streams and Other Waters				•	•
Regulation of Land in Stream Channels				•	
Protection of Watersheds				•	
Flood Control			•		•
Open Space					
Open Space for Preservation of Natural Resources	•			•	
Open Space for Managed Protection of Resources				•	
Open Space for Outdoor Recreation	•		•		

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GENERAL PLAN

Table I-2
Index to Location of State Mandated General Plan Issues
Within the Laguna Hills General Plan

PLANNING ISSUES	Community Development	Fiscal Management	Municipal Facilities and Services	Environmental Management	Environmental Hazards
Open Space (Cont'd)					
Open Space for Public Health and Safety	•			•	•
Trail-Oriented Recreational Uses			•		
Noise					
Major Noise Sources					•
Existing and Projected Noise Contours					•
Determination of Noise Problems					•
Noise Attenuation					•
Safety					
Seismic Hazards			•		•
Slope Instability and Mudslides					•
Subsidence and Geologic Hazards					•
Flooding			•		•
Wildland and Urban Fires			•		•
Evacuation Routes			•		•
Water Supply Requirements			•		•
Emergency Road Widths			•		•
Clearance Around Structures					•

Source: State of California General Plan Guidelines, 1990, Planning Network, 1993.

¹ The discussion of economic issues is optional and is not required by the State of California General Plan Guidelines.

II. COMMUNITY DEVELOPMENT AND DESIGN

II. COMMUNITY DEVELOPMENT AND DESIGN

The Community Development Chapter of the Laguna Hills General Plan discusses the physical and urban design components that support the type of community that Laguna Hills residents desire. This chapter of the General Plan focuses on the organization of the City's physical environment into a logical, functional, and aesthetic pattern that is consistent with local social values. This chapter also provides a summary of the manner in which other General Plan issues will affect the arrangement and design of land uses within the planning area.

In addition to the physical arrangement of land uses, the Community Development Chapter addresses potential changes that can be expected to local and regional demographics. The Population Element of this chapter focuses on what role shifts in the City's demographic base will have on land use and the provision of public services.

As part of this chapter, the plans and programs necessary for the provision of housing for all economic segments of the community have also been included. Included in the discussion are issues related to the provision of housing to low, moderate, and upper income households, and those with special needs (elderly, handicapped, large families, and homeless), as well as issues regarding the establishment of specific programs to be undertaken over the next two years to meet the needs of each group. The Housing portion of this chapter has been developed in conformance with Government Code Sections 65580-65589.

A. POPULATION

ISSUES

- The majority of past population growth in the General Plan study area is related to the tremendous growth in the available number of new housing units built within the incorporated portion of the study area during the late 1970s and mid-1980s (see box at right). As vacant land for development became scarce, growth shifted to the southern portions of the County, prompting a tremendous surge in growth (over 88 percent) in the General Plan study area between 1980 and 1990. Although it is still a predominantly homogeneous community, Laguna Hills' population has become more diverse in the last ten years. Those who have been attracted to the community continue to be large families with well educated heads of households.

City of Laguna Hills Population Growth

Year	Total
1980	12,181
1990	22,938

GENERAL PLAN

- Due to the limited amount of land available for residential development, Laguna Hills will not experience population increases of the same magnitude as occurred in the past. Estimates based on the number of vacant parcels that could be used for residential development under current conditions indicate that 78 new single family units could be added to the remaining residentially designated vacant parcels. The potential for an increase in multifamily development is unlikely due to the absence of vacant multifamily parcels. The Urban Village concept described in the Land Use Section of this Chapter allows for an increase in multifamily units if transportation and air quality restrictions can be met.
- The large family size that is characteristic of the General Plan study area is also projected to continue. Families in larger owner-occupied housing will age and will be replaced by new, younger families. At the same time, overcrowding of rental units could continue to increase toward the County average. It is projected that the ethnic diversity of the population in the General Plan study area will continue to grow. Both Asian immigrants and the elderly are groups most likely to have significant growth in the future, in keeping with trends experienced throughout the State.
- The proportion of elderly persons in the City can be expected to continue to increase as those persons between the age of 35 and 64, now representing 55 percent of the population, grow older.
- Currently, the City of Laguna Hills has a strong family orientation. As population characteristics in the General Plan study area change, however, the City will need to address the impact of having an increasing number of households without children on the provision of municipal services and facilities. Currently, school activities are an important part of the community social life. In addition, the elderly are one of the fastest growing groups in the State. As the population within the General Plan study area ages, additional services may have to be provided to meet future needs.

GOAL

Plan for "buildout" population intensities for the City and sphere of influence that are consistent with the existing character of Laguna Hills as a small suburban community that places emphasis on the City's primary role as a community of choice for those who enjoy social interaction and recreational pursuits, and as a community that provides a balance of retail and employment opportunities for all city residents.

CITY OF LAGUNA HILLS

GENERAL PLAN

GENERAL PLAN APPROACH

Respond to Future Demographic Changes

Residential land uses within the General Plan study area are currently at or near their theoretical "buildout." At present, the City has only a limited amount of undeveloped residential land that could be used to build new units. Substantial increases in the local population, therefore, are not expected to occur

in both the short and long term, even though the adjacent communities will continue to experience dramatic growth. It is important, therefore, that while the City continues to supply services for its residents, growth pressures from outside Laguna Hills do not adversely impact the City. An increase in the number of school age children attending local schools who live outside the City is one example of such an impact if the presence of these children is allowed to prevent local students from attending neighborhood schools (see the Education Facilities Element for additional discussion of school impacts).

The concept of maintaining the small town character of the community is also included in the Land Use, Community Design, Education Facilities, and Growth Management Elements of the General Plan.

The fact that the City has little room for additional growth is also consistent with the City's desire to maintain the "small town" character that now exists. The key General Plan approach in response to changes in demographics that may occur in the future is to strive to improve the number and scope of community facilities and services, and design programs that retain a component of flexibility, so as to be able to shift with demographic trends without sacrificing the current character of the community.

General Plan Study Area Buildout Population Projection

City	23,425
Sphere of Influence	5,686
Total	29,111

STRATEGIES

Respond to Future Demographic Changes.

- A.1. Actively monitor demographic changes as they occur, and ensure that City-sponsored programs meet the needs of all age groups in proportion to which they are represented in the community.
- A.2. Establish and preserve the City's ability to provide flexibility in City-sponsored programs by developing multiple-use criteria for the design and use of new City facilities.
- A.3. Coordinate with the Saddleback Valley School District, special districts, and contract service providers to ensure that area wide demographic changes that occur outside the City do not reduce the local level of public services provided to Laguna Hills residents.

GENERAL PLAN

B. HOUSING

ISSUES

- The Laguna Hills Housing Element has developed during a period of time in which State requirements for local housing policy were in a state of flux. The State budget crisis has required that local agencies respond to the regional housing needs at the local level without the assistance of a Regional Housing Needs Assessment, which would normally be provided by the Southern California Association of Governments. The City of Laguna Hills responded by working with the California Department of Housing and Community Development to determine its share of the regional housing need (see General Plan Housing Element Technical Study). In addition, the State adopted AB 2172, which extends the housing element planning period for municipalities within the Southern California Association of Governments (SCAG) region from June 30, 1994 to June 30, 1996. The Laguna Hills Housing Element, therefore, provides housing programs for a two-year period instead of the normal five-year period.
- The City of Laguna Hills has very few vacant parcels of residential land available for residential development. The majority of vacant parcels that do exist represent separate improved single family parcels within established neighborhoods. This lack of suitable land provides the City few opportunities to construct new affordable housing to meet the City's fair share of regional housing demand (see box on facing page).
- Census data indicate that nearly 15 percent of the City's households contain five or more persons. This proportion is identical to that found in Orange County as a whole, and reflects the family orientation of the community. However, unlike other communities in the County, where large family size is often associated with lower income populations, the City of Laguna Hills has attracted many higher income families, who live in large homes and, therefore, do not encounter overcrowding problems.
- The City of Laguna Hills currently maintains an agreement with the County of Orange Housing Authority to administer Housing and Urban Development (HUD) Community Development Block Grant (CDBG) funds as part of the County's "Urban Counties" program. This program allows the City to maintain a flexible approach to housing issues by allowing the City the opportunity to choose to use CDBG funds locally or through participating in a county-wide program. If the City opts for a Countywide approach, funds can be consolidated with other participating cities in order to solve housing problems on a county-wide basis. However, according to the State Department of Housing and Community Development, only funds used within the city limits can be counted toward meeting the City's need to build new affordable housing and satisfy other local housing needs.

GOAL

Adequate housing opportunities to serve all economic segments of the community regardless of age, sex, race, ethnic background, national origin, religion, family size, marital status, physical handicap, or other arbitrary factors.

CITY OF LAGUNA HILLS

GENERAL PLAN

GENERAL PLAN APPROACH

Recognizing the Need for Housing

The means by which families and individuals of all economic situations are adequately housed within the context of rising costs and increasing competition for available physical and financial resources has become, in recent years, a significant public concern.

In response to this concern, the State of California amended the Government Code in 1980 to require each local community to include in the Housing Element of its general plan a specific analysis of its housing need and a realistic set of programs designed to meet those needs. The requirements of the law are prefaced by several statements of State policy, among which are the following:

- "... The availability of housing is of vital State-wide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." (Section 65580, State of California Government Code.)
- "... Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community." (Ibid.)
- "... The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the General Plan and to cooperate with other local governments and the State in addressing regional housing needs." (Ibid.)

**Two-Year Projected New Construction
Needs for the 1994-1996 Housing
Element Period**

Income Category	Two-Year New Construction Needs ¹
Very Low (0-50% of median income)	3
Other Lower (50%-80%)	2
Moderate (80-120%)	0
Above Moderate (over 120%)	0
Total Units	5

Source: General Plan Housing Element
Technical Study, 1994.

¹ Includes share of the regional housing needs.

The law requires each locality to identify and analyze the current and projected housing needs of all economic segments of the community; to evaluate current and potential constraints to meeting those needs, constraints due both to marketplace and government operations; to assess the availability of land suitable for residential use and opportunities for energy conservation in residential development; and then to set forth goals, objectives, policies, and programs that are responsive to the identified housing needs, governmental and non-governmental constraints, and identified housing opportunities. The housing program set forth in the Laguna Hills Housing Element is required to include a two-year schedule of actions the community is undertaking or plans to undertake to achieve its housing goals.

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The law recognizes that housing needs may far exceed available resources. This is most critical in this day of uncertain public fiscal resources and a changing private sector investment climate. As a result, quantified objectives need not be identical to the identified existing housing needs.

The material that follows has been prepared in accordance with State law, as amended in 1989. As of January 1, 1992, the State Department of Housing and Community Development (HCD) requires that cities analyze units within their jurisdictions that will be discontinuing or are in jeopardy of losing programs that assist in the provision of low income housing. According to HCD, this analysis includes the following topics:

- An inventory of units "at risk" of losing restrictions on their affordability.
- Cost analysis of preserving at-risk units versus replacing them.
- Documentation of non-profit agencies capable of acquiring and managing at-risk projects.
- Identification of potential financing resources for housing preservation.
- Number of at-risk projects/units to be preserved.
- Proposed efforts to preserve units at risk of losing affordability restrictions.

The Laguna Hills Housing Element is a comprehensive statement of the City's housing policies and a specific guide for actions to be taken to implement these policies. It examines Laguna Hills' housing needs as they exist today; projects future housing needs; and sets forth statements of community goals, concepts, and strategies concerning those needs. Housing programs are responsive to current and future needs, constructed within the context of available resources and realistic quantified housing objectives.

Identifying Laguna Hills' current and future housing needs is one part of the larger City of Laguna Hills General Plan program. The Housing Element has been integrated into a comprehensive General Plan program designed to identify, document, and analyze housing related issues, along with soliciting public input from all socioeconomic sectors of the community. This comprehensive effort is described in the Introduction to the General Plan.

Laguna Hills' Role in the Provision of Housing

The City of Laguna Hills recognizes its role in the need to provide affordable housing within the South County region. But unlike other cities in the South County region, the City of Laguna Hills has little opportunity to expand the available housing stock to accommodate new affordable housing projects due to a lack of vacant land. This situation is complicated by the fact that, although requirements for local affordable housing have remained the same, State and Federal funding that assist the development of affordable housing developments has decreased or disappeared altogether making it difficult for cities to both comply with State housing mandates and provide fiscally responsible management of City funds. In light of these issues, the City of Laguna Hills' approach to the provision of affordable housing includes a combination of local and regional actions that:

- integrate, to the extent feasible, new affordable projects that serve to meet the City's housing goals without sacrificing the character of the community;
- represent fiscally prudent and responsible methods that can demonstrate a beneficial outcome; and

CITY OF LAGUNA HILLS

GENERAL PLAN

- include provisions that address the physical limitations, availability of land, topography, safety, and environmental impacts found in Laguna Hills.

Provision of Adequate Sites for Housing

Although the City currently has enough vacant residential land to meet the annualized housing objectives for the next two years, the existing vacant parcels are located in established upscale neighborhoods and do not lend themselves easily to the development of low and moderate income households. The City, therefore, will not simply rely on the development of vacant land for the provision of new affordable units, but will strive to find other opportunities to provide additional affordable sites. Thus, the City has included opportunities in the General Plan for the development of additional multi-family projects such as an increase in development intensity within the Laguna Hills Urban Village (see Land Use Section of the General Plan) along with the identification of underutilized land within the City's sphere of influence. In addition, the City proposes to allow for the construction of second units or "granny flats" in single family residential designation. The City intends to use these methods to increase the potential for affordable residential projects.

Assisted Housing

The City will strive to retain the number of assisted housing units in the City in an effort to maintain existing affordable housing opportunities, along with expanding housing opportunities in the City.

Maintenance of Existing Sound Housing

Since the majority of housing in the City was constructed after 1970, Laguna Hills has not experienced a significant problem with the maintenance of existing housing. As housing stock in the City ages, however, property maintenance issues could come into play. The City will work to prevent housing deterioration by working with local homeowners' associations in an effort to keep a high standard of property maintenance. In addition, the City of Laguna Hills will show leadership in the establishment of a citywide Image Enhancement Program, which is designed to maintain and, where necessary, improve the City's streetscape corridors and public spaces.

Annualized Housing Objectives: 1994-1996

Income Category ¹	New Const.	Rehab.	Con-serv.	Total
Very Low Income (0-50%)	2	2	50	54
Low Income (50-80%)	1	2	98	101
Moderate Income (80-120%)	0	--	--	0
Upper Income (Over 120%)	0	--	--	0
Total	3	4	148	155

Source: Laguna Hills General Plan Housing Technical Report, 1994

¹ Income derived using the noted percentage of County median income.

The Image Enhancement Program is detailed in Chapter VII "General Plan Implementation and Monitoring Program."

GENERAL PLAN

Housing for Special Needs Groups

The City of Laguna Hills will take steps to promote programs to ensure an adequate supply of housing that meets the needs of various "special needs" groups (e.g., handicapped, elderly, large families and the homeless). These include expedited processing and use of available State and Federal housing programs.

The Laguna Hills Zoning Code established siting requirements for emergency shelters under the definition of "Community Care Facility." Such facilities serving 12 or fewer persons are permitted in any residential district subject to the prevailing site development standards.

Prevention of Housing Discrimination

The City of Laguna Hills will promote fair housing practices through cooperation with, and referrals to, fair housing enforcement organizations.

STRATEGIES

Recognizing the Need for Housing

- B.1 Continually monitor local and County housing statistics for changes that could affect the effectiveness of General Plan Housing Element programs and revised programs as appropriate by implementing the following strategy:
 - a. In order to provide detailed information on which to base future housing needs analysis, compile and maintain up-to-date population and housing statistics for the entire General Plan study area as part of the General Plan Annual Review.

Laguna Hills' Role in the Provision of Housing

- B.2. Encourage the provision of housing that is affordable to the extent required by law, to lower and moderate income households, by implementing the following strategy:
 - a. Ensure that existing owners and prospective developers are aware of potential affordable housing development opportunities available within the Laguna Hills Village.

Provision of Adequate Sites for Housing

- B.3. Provide adequate sites to meet Laguna Hills' share of regional housing needs by accommodating a minimum of 12 housing units from 1994 through 1996, including an adequate number and range of housing types that are affordable to very low, low, moderate, and above moderate income households as described in the Annualized Housing Objectives, by implementing the following strategies:

GENERAL PLAN

- a. Ensure that the General Plan and City ordinances facilitate development of a mix of housing types consistent with the above strategy, including single family detached, mobilehome, and multiple family housing within a variety of price ranges.
- b. Promote infill housing development within areas presently approved for residential development.
- c. Investigate the opportunities for annexing land that is appropriate for the development of new housing and/or intensification and recycling of existing residential uses.
- d. Ensure that new residential development is appropriately located with respect to public and private services and facilities.
- e. Promote efforts to remove governmental constraints to the provision of affordable housing to the extent that can reasonably be done while protecting the area's natural environment and the public's health, safety, and welfare.
- f. Monitor the effectiveness of housing programs and the City's progress toward meeting the objectives of the Housing Program.

Assisted Housing

- B.4. Retain at no less than present levels the number of assisted housing units of all types, and expand affordable housing opportunities for very low, low, and moderate income households by implementing the following strategies:
 - a. Regulate the conversion of existing rental apartment housing and mobile home parks to condominium or cooperative housing to prevent a decline in the supply of rental housing. Place particular emphasis on minimizing hardships created by the displacement of very low, low, and moderate income households.
 - b. Regulate the conversion of existing mobilehome parks to non-residential uses in order to maintain a valuable source of affordable housing.

Maintenance of Existing Sound Housing

- B.5. Prevent the physical deterioration of existing sound housing stock within the City of Laguna Hills by implementing the following strategies:
 - a. Improve the livability of existing residential neighborhoods, encourage continued maintenance of currently sound housing, and prevent deterioration through local information and assistance programs and by ensuring that an adequate level of public facilities is available.

GENERAL PLAN

Housing for Special Needs Groups

- B.6.** Promote provision of housing for the elderly, disabled, large families, homeless, and other special needs groups by implementing the following strategies:
- a.** Promote the development and rehabilitation of housing specifically designed for the elderly.
 - b.** Assist in the provision of adequate shelter opportunities and assistance programs for families and individuals who are homeless or are at risk of becoming homeless.
 - c.** Promote the development and rehabilitation of housing specifically designed for the physically disabled.

Prevention of Housing Discrimination

- B.7.** Prevent discrimination in housing based on race, ethnicity, national origin, age, religion, sex, and family status (children) in accordance with national and State fair housing laws by implementing the following strategies:
- a.** Refer housing discrimination complaints to appropriate fair housing agencies for action. Following referrals, follow up on the case to ensure that an appropriate investigation and action were undertaken.

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C. LAND USE

ISSUES

- Since the City is nearly built out, land use changes in the future will include primarily the intensification of commercial, office, and industrial land uses; redefinition of appropriate land uses within small commercial centers; implementation of transit oriented projects; and the possible long-term intensification of current residential neighborhoods. After the adoption of the City's first General Plan, the City intends to adopt a comprehensive development code.
- As a first order of business, the City adopted the existing County development standards in effect at the time of incorporation. Since approximately 51.8 percent of the General Plan study area is composed of Planned Community developments that have their own specific development standards, application of unified standards of development throughout the City will be difficult.
- Although most of the vacant land in the City has been developed, community facilities such as active parks and community centers were not developed. The City, therefore, will need to use innovative methods to create opportunities for the development of new community facilities.
- Currently, there are a large number of retail, service, and office-based land uses in and around the Laguna Hills Mall. With the exceptions of the shops within the mall and the relationship of medical offices to the hospital, individual uses in this area have little physical or visual relationship to each other. Generally, the area has not been designed for pedestrian movement, and people do not feel comfortable walking through the large parking lots that separate buildings in this area. Consequently, there is little pedestrian circulation, significant traffic congestion, and little or no "sense of place."
- The development of land surrounding Laguna Hills has created conflicts with adjacent jurisdictions. The coordination of land use issues that affect, or are affected by, development within Laguna Hills will be a major concern now and in the future.
- General Plan policies need to be consistent with several regional plans and programs. However, the City needs to be careful not to sacrifice its character and quality of life in the furtherance of regional programs.

These plans include, but are not limited to, the plans for the ultimate conversion of the Marine Corps Air Station at El Toro, Aliso Creek Corridor Specific Plan, the Moulton Parkway Smart Street, San Joaquin Transportation Corridor, Orange County Congestion Management Program, Orange County Measure M Implementation, Southern California Association of Governments (SCAG) Regional Comprehensive Plan, Orange County Population Projections (OCP), and Air Quality Management Plan.

The El Toro Marine Corps Air Station (El Toro) is slated for closure and redevelopment. This redevelopment project is anticipated to occur over the life of this General Plan. Alternative land use proposals currently being considered for the base include aircraft related uses and non-aircraft, commercial uses. A land use concept plan is being negotiated between affected cities and the County of Orange. The future redevelopment of El Toro and the implementation of the City of Laguna Hills General Plan are linked. The City of Laguna

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Hills has long accepted the role the military plays in the defense of the country, and has endured adverse noise impacts and overflight restrictions in the support of the MCAS's defense mission. Although past base operations have had an adverse impact on portions of the General Plan study area, the City has indicated that future nonmilitary adverse impacts created by the reuse of MCAS El Toro will not be accepted. Due to the size and regional nature of potential uses being considered for the base, it is the City's concern that any intensification of commercial uses at the MCAS site could have deleterious effects on circulation through Laguna Hills. It is in the interest of the City of Laguna Hills to continue to actively monitor the progress on the base closure and advocate a land use plan that is consistent with the future growth of the City.

- Upon incorporation, the City adopted the LAFCO approved northern sphere of influence for potential future annexation. The annexation of this area will provide additional business park commercial, and residential uses in the City.

GOAL

A well-designed, high quality, and functional balance of land uses that reflects community values, establishes an overall community concept for the community, is both locally and regionally responsible, and integrates the resolution of issues contained in all other Laguna Hills General Plan elements.

GENERAL PLAN APPROACH

Establishing a Community Concept

The primary focus of the General Plan land use map is to organize land use policies in a way that will preserve the existing character of development; protect existing neighborhoods; and best support a healthful, energetic suburban community. Thus, the General Plan defines a "Community Concept" that outlines the type of City Laguna Hills residents will strive to achieve.

GENERAL PLAN

City of Laguna Hills Community Concept

The City of Laguna Hills will strive to be a suburban, family-oriented community promoting community and social interaction on both a neighborhood and citywide level. The overall objective of the General Plan is to tap into Laguna Hills "spirit and sense of community" by creating a community that responds to the needs of individual residential neighborhoods, fosters family interaction, and focuses on civic and social activities in the community.

The City of Laguna Hills desires to promote its distinct policies that:

- *provide for the separation, transition, and buffering of different land use types and intensities;*
- *create opportunities for open space, recreation, and bicycle, pedestrian, and equestrian connections between uses; and*
- *provide a mix of land uses that will both enhance the City's image and maintain a healthy local business economy.*

In order to retain the City's existing "small town community" feeling, local commercial centers and office uses in and around existing neighborhood areas are to remain at or near existing intensities. The mix of uses within these centers, however, will focus on the retail and civic needs of the surrounding neighborhoods. Local businesses are encouraged to share in civic responsibilities as equal partners or sponsors in civic activities that promote a small community, family-oriented lifestyle.

In an effort to balance the provision of enhanced community facilities with a positive municipal income stream, the City will take advantage of commercial opportunities by increasing the overall intensity of non-residential uses along the I-5 freeway corridor. Industrial uses in north Laguna Hills will be encouraged to transition over time to a higher intensity office, retail, and light industrial mix to act as support for the employment centers north of the General Plan study area. Regionally oriented commercial uses, such as the Laguna Hills Mall, will be allowed to expand in order to maintain the City's established retail, office, and medical uses.

The City will work to unify land uses in and around the Laguna Hills Mall and Saddleback Memorial Hospital by incorporating existing uses into an "Urban Village." This area will provide the basis for an overall master plan to connect retail, office, medical, and civic uses within a more pedestrian oriented environment, and function as a major gateway and activity center in the community.

The City envisions a great deal of citizen participation in the local activities of government, especially in community social activities. Residents will be encouraged to be active participants in City government through neighborhood associations; neighborhood watch organizations; and City commissions, task forces, or other similar groups. The City Hall is envisioned to be maintained as an integral component of a larger, multi-use civic and cultural center that would support a variety of community functions and activities. Options for the location of this civic and cultural center include incorporating government uses into the design of a mixed-use project in and around the existing City Hall area or adding the civic and cultural center and related activities to the Urban Village concept. Regardless of the ultimate location, the Civic Center is seen as a comfortable and approachable place for residents of the community, on a par with other community facilities.

The City of Laguna Hills will focus primarily on the maintenance of the City's residential neighborhoods and existing residential housing stock as a method to preserve the City's existing stock of housing for all income groups. New affordable housing can be created through a combination of residential mixed-use opportunities within the City's Urban Village area and buildout of the remaining inventory of vacant residential parcels within existing neighborhoods at or near existing densities.

GENERAL PLAN

Defining Future Land Uses

Since one of the major roles of the Laguna Hills General Plan is to identify the organization and intensity of land use, the Land Use Element represents the City's fundamental land use policy making tool. Laguna Hills' approach in defining land uses is to establish and maintain an inventory of land uses that provides diverse economic, social, and cultural opportunities in the community, and that reinforces the characteristics that make Laguna Hills a desirable place to live.

One of the key components used to define land use in Laguna Hills is the General Plan land use map. Often referred to as "*the plan*," the land use map is a graphic representation of many of the policies contained in the textual portion of the General Plan. While it is the City's approach to use a generalized land use map to allow for some flexibility in interpretation, both the map and text included in the Land Use Element are required to make a judgment on the consistency of development proposals with the General Plan.

The General Plan land use map is located in a map pocket at the end of the General Plan.

Because the General Plan land use map is often the most visible component of the General Plan, and to increase its usefulness as a stand alone planning tool, the General Plan land use map contains a variety of graphic and textual information regarding the City's land use pattern; City boundaries, sphere of influence, and annexation areas; along with the density and intensity and type of development that is expected, in one comprehensive map format.

Table II-1 defines planned or future land uses within Laguna Hills, and describes the graphic information presented on the General Plan land use map. General Plan land use designations are grouped in the categories of Residential, Commercial/Office, Mixed-Use, Public/Institutional, and Park/Open Space. The land use designations represent the highest tier in the City's land use policy hierarchy (see box at right). All land use regulation, such as the City's zoning ordinance, and individual plan approvals must be consistent with the General Plan. The land use map and land use descriptions will most often be used to make an initial determination of General Plan consistency.

Land use Policy Hierarchy

*General Plan Land Use Plan
Zoning Ordinance Map
Planned Community Plans
Site Plans*

Monitoring the Intensity and Design
of Land Use

As part of General Plan implementation, a Development Review Program has been established to enhance the development review process. The performance standards included in this program ensure that new development is compatible in intensity, building scale, and architectural design with the community's small town character, and that adequate municipal services and facilities will be available. Thus, in reviewing new development and intensification of existing development, issues of parcel size, location of the structure on the lot, building massing, building setbacks, and site lines will be considered.

The Development Review Program provides a General Plan consistency and review checklist for individual project review.

GENERAL PLAN

Land Use Transition and Intensification

Since the Laguna Hills General Plan projects land use patterns well into the future, it is assumed that an increase in the intensity of development will occur over time. The degree to which such increase will impact City services and facilities has also been assumed in the establishment of maximum land use intensities. Laguna Hills' approach, however, is to focus both the transition and intensification of land use in commercial and employment sectors of the community, and generally away from residential neighborhoods.

Key to this approach is the creation of an overall approach to the City's land use pattern that emphasizes the separation and transition of different land uses while maintaining the community character and unified City identity. As part of the General Plan program, specific portions of the General Plan study area were targeted as having potential for significant land use changes. Within these identified areas, land use transition and intensification is most likely to have the most impact on the community. Each of these areas is described as follows:

- ***North Laguna Hills Mixed-Use/Business Park:*** Located in the City's current sphere of influence, this area of the community is expected to transition from a low intensity business park development into a medium intensity mixed-use area. It is expected that increases in the overall intensity, along with an increase in allowable uses delineated in the General Plan will act as an incentive, and thus spur a transition from business park industrially oriented development to a more office oriented mixed use development. It is also anticipated that restrictions imposed on the area from the El Toro Marine Corps Air Station will be removed and thus allow full transition of the area without future over flight restrictions.
- ***Urban Village Area:*** Laguna Hills Urban Village encompasses the Laguna Hills Mall and surrounding lands. In order to solidify Laguna Hills' commercial and community focus, it is the City's intent to pursue establishment of an "urban village." Under the urban village concept, the City will encourage land uses within and surrounding the mall to be intensified with additional retail and professional office uses. Existing and future uses within the urban village would be connected to each other with enhanced pedestrian links and plazas. The urban village would thus become a community focal point, including such facilities as a community theater, urban plazas and gathering places, library, and art center. In addition, the urban village could potentially house a civic center.
- ***Freeway Oriented Commercial:*** Currently, a "furniture row" is located along Avenida de la Carlota north of Ridge Route. The General Plan proposes to broaden the mix of uses in this area by allowing a transition over time into a freeway-oriented commercial area. In addition to retailing of home furnishings, "freeway-oriented commercial" would accommodate:
 - freeway-oriented retail development emphasizing large commercial-warehouse type uses, or other "big box" discount commercial facilities;
 - low- or mid-rise office and specialty retail uses that can take advantage of freeway visibility; and
 - specialty retail or community shopping center.

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GENERAL PLAN

Table II-1
General Plan Land Use Designations

General Plan Designation	Maximum Intensity	Anticipated Maximum Population	Description
Residential			
(ER) Estate Residential	3.5 dwelling units per acre. The minimum lot size is 8,000 square feet.	10 persons per acre.	Estate Residential provides for low density, rural and equestrian oriented, single family residential neighborhoods in hillside areas. The Estate Residential designation is typified by large lot single family homes which permit the keeping of large animals.
(LD) Low Density	3.0-6.5 dwelling units per acre. The minimum lot size is 7,200 square feet.	18 persons per net acre.	Low Density Residential provides for low density single family detached residential neighborhoods. The Low Density Residential designation is typified by medium to large lot single family homes.
(MLD) Medium-Low Density	6.5-12.5 dwelling units per acre.	34 persons per net acre.	Medium-Low Density Residential provides for medium-low density attached or detached residential neighborhoods. The Medium-Low Density designation is typified by small lot single family homes, patio homes, duplexes, condominiums, and townhouses.
(MD) Medium Density	12.5-18 dwelling units per acre.	50 persons per acre.	Medium Density Residential provides for medium density multi-family residential neighborhoods. The Medium Density Residential designation is typified by condominiums and apartments.
(HD) High Density	18-30 dwelling units per acre.	More than 90 persons per acre.	High Density provides for intensive residential development compatible with surrounding urban development. Development within this category is characterized by high density residential uses such as apartments, condominiums, and residential towers.

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Table II-1
General Plan Land Use Designations

General Plan Designation	Maximum Intensity	Anticipated Maximum Population	Description
Commercial/Office			
(VC) Village Commercial	The maximum intensity of development is regulated by a "Trip Budget." The maximum number of trips budgeted for each traffic zone may not be exceeded. The trip budget concept and the specific number of trips allocated to each traffic zone are presented in the Urban Village section, which follows this table.	90 persons per acre.	The Village Commercial designation is envisioned as a master planned community containing specific design standards and policies that enhance pedestrian and vehicle circulation within the currently developed area. It is the intent of the Village Commercial designation to establish a "downtown core" within which commercial, civic, and high density residential uses would be appropriate. The Village Commercial area will contain enhanced pedestrian areas that conveniently link commercial, residential, and civic activity areas. Typical uses include those uses associated with large regional malls, as well as a medical center, financial institutions, institutional and government uses, auto related services, community facilities, professional offices, and high density residential uses. Thus, the specific uses that are appropriate within the Village Commercial designation are those that are appropriate within (HD) High Density Residential; (FC) Freeway Commercial; (CC) Community Commercial; (OP) Office Professional; (MU) Mixed Use; (P/I) Public Institutional; and Park designations.
(FC) Freeway Commercial	Floor Area Ratio of 0.40.		The primary purpose of areas designated as Freeway Commercial is to provide for the development and maintenance of medium intensity commercial uses that serve the needs of the motoring public in the local community and the regional area. It is intended to provide an environment that takes advantage of the superior access and visibility provided by the I-5 freeway. Within the Freeway Commercial designation, typical uses include those uses permitted under the Community Commercial designation, restaurants, discount warehouse outlets, service stations, hotels and motels.

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Table II-1
General Plan Land Use Designations

General Plan Designation	Maximum Intensity	Anticipated Maximum Population	Description
Commercial/Office (Cont'd)			
(CC) Community Commercial	Floor Area Ratio of 0.35.		The primary purpose of areas designated Community Commercial is to provide appropriately located areas for the general shopping and commercial service needs of area residents and workers. Within this designation, appropriate land uses include a broad range of commercial, retail, and service uses. Typical uses include general retail, markets, commercial services, restaurants, automotive repair and service, hardware and home improvement centers, commercial recreation, professional and business offices, financial institutions, and automotive sales.
(OP) Office Professional	Floor Area Ratio of 0.50.		The primary purpose of areas designated Office Professional is to provide for the establishment of office-based working environments for administrative and professional offices, as well as necessary support uses. Within this designation, appropriate uses include administrative and professional offices; business related retail and service functions (restaurants, health clubs, financial institutions); health care facilities; and vocational and trade schools.
Mixed Use			
(MU) ⁽¹⁾ Mixed Use	Floor Area Ratio is 0.38.		The primary purpose of the areas designated as Mixed Use is to provide for areas where a variety of goods and services can be obtained within an overall planned environment. Within the Mixed Use designation, appropriate land uses include limited industrial and manufacturing uses; administrative and professional uses; institutional and government uses; business support uses; auto related uses; eating and drinking establishments; personal services; and retail sales of durable goods and general retail sales.

⁽¹⁾ Until such time as the conversion of MCAS El Toro to a non-military use is complete, proposed projects within the Mixed Use General Plan land use designation shall adhere to the height, density and intensity requirements included in the Air Installations Compatible Use Zones Study for the MCAS El Toro.

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Table II-1
General Plan Land Use Designations

General Plan Designation	Maximum Intensity	Anticipated Maximum Population	Description
Public/Institutional			
(P/I) Public/Institutional	Floor Area Ratio of 1.0.		The primary purpose of lands designated Public/Institutional is to provide areas to conduct public and institutional activities, including local, State, and Federal agencies; special districts; public and private utilities. Within lands designated Public/Institutional, subject to applicable General Plan policies and Laguna Hills ordinance provisions, appropriate uses include City facilities; public and private schools; fire and sheriff stations; hospitals; libraries; post office; and other public, quasi-public, and institutional uses.
Park/Open Space			
Park	Land use intensity is governed by the recreation purpose of the land so designated.		The primary purpose of areas designated as Park is to provide recreational facilities, as well as to protect public health and safety. Park designations consist of active and passive parks. Active parks generally contain ball fields, play equipment, and restroom facilities, while passive parks contain limited facilities, such as restrooms and biking, hiking and equestrian trails. Only uses consistent with these purposes may be considered appropriate.
Open Space	Land use intensity is governed by the open space purpose of the land so designated. These lands are not intended for urban development.		The primary purposes of areas designated as Open Space are for the preservation of environmental resources, aesthetic attributes, and the protection of public health and safety. It is also the intent of this designation to identify lands within the General Plan study area, such as utility corridors, publicly maintained open space, and open space reserves and preserves. Only uses consistent with these purposes may be considered appropriate.

Source: Laguna Hills General Plan, 1993.

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Laguna Hills Urban Village

The general concept of the Laguna Hills Urban Village is the creation of a pedestrian-oriented mixed use area. Within the Urban Village, an integrated urban pattern having a mix of retail, office professional, civic, and high density residential uses is encouraged. In order to encourage this mix of uses, foster innovation in the design of new development, and mitigate potential traffic impacts, the maximum intensity of development within the Urban Village is based on the number of vehicle trips that intensified development might create. Thus, the General Plan recognizes that traffic and congestion are the primary limiting factors in defining a maximum development intensity for the Urban Village area. The effect of establishing a trip budget to define maximum land use intensity is as follows: *the greater the effort to which a prospective development goes to solve area congestion problems and establish/expand transportation demand management programs, the greater the development intensity that can be permitted.*

Any of the uses identified in Table II-2 may be permitted within any of the traffic zones up to the maximum average daily trip generation identified below. The maximum intensity of new and future development within the Urban Village is defined in Table II-2. The cumulative impact of development intensification of any project shall be no greater than that identified in Table II-2.

Table II-2
Urban Village Maximum Development Intensity

Traffic Zone	Acreage	Existing Land Use	Existing/ Approved Development	Existing/ Approved Development Intensity	Existing Average Daily Trips	Maximum Average Daily Trip Generation
613	34.4	Retail	159,600 s.f.	0.11 FAR ¹	5,260	6,633
614	12.5	Office	99,240 s.f.	0.18 FAR	758	892
615	26.0	Medical Office	350,900 s.f.	0.31 FAR	3,923	4,615
616/617	15.7	Hospital	268,000 s.f.	0.39 FAR	1,969	3,728
618	73.0	Laguna Hills Mall	1,170,804 s.f. ²	0.37 FAR	39,450	52,054
619	13.5	Medical Office	98,600 s.f.	0.17 FAR	755	1,247
620	1.8 20.0	Transit Center Residential	1,500 s.f. 540 d.u.	0.02 FAR 27 du/ac	3,797	4,936
621	20.0 29.5 11.0	Retail Office Residential	131,100 s.f. 196,225 s.f. 216 d.u.	0.15 FAR 0.47 FAR 19.6 du/ac	6,229	7,701
Total	206.1 31.0	Non-Residential Residential	2,148,644 s.f. 756 d.u.	0.24 FAR 24.4 du/ac	62,501	81,806

Source: Planning Network, 1993.

¹ FAR Floor Area Ratio

² Figures included represent the full completion of the approved 3 phase mall expansion.

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Table II-3
Maximum Allowable A.M./P.M. Peak Hour
Project-Related Traffic Impact

Existing Intersection LOS	Volume/Capacity Ratio	Maximum Volume/Capacity Ratio Increase	Approximate Number of Trips Along Critical Movements
A	0.00 - 0.30	0.20	> 320
	0.31 - 0.60	0.10	> 160
B	0.61 - 0.70	0.05	> 80
C	0.71 - 0.75	0.03	> 45
D	0.81 - 0.90	0.01	> 15
E	0.91 - 1.00	0.006	> 10
F	≥ 1.01	0.003	> 5

Source: Planning Network, 1993.

Within each traffic zone (see Figure II-1), new development will be permitted subject to applicable Laguna Hills General Plan and zoning provisions up to the maximum average daily traffic generation identified in Tables II-2 and 3. Figure II-2 details the steps necessary to determine trip allocation budgets for individual projects. In determining the average daily traffic generation of a proposed development project within the urban village, the City will consider the net effects of proposed traffic mitigation measures, including demand management provisions intended to reduce the traffic generation characteristics of a particular development. In order to determine consistency with the above maximum traffic generation table, a traffic study identifying the traffic generating characteristics and net impacts of a proposed development within the urban village will be required.

As a second component of this approach, the City will take a detailed look at opportunities to create an enhanced urban streetscape within the Village area. The City will pay particular attention to the creation of pedestrian scale connections between uses and presentation of more unified area image. Of particular note will be those design related opportunities that will complement the transportation demand management programs described above, such as unified directional signage; simplification of parking circulation; driveway consolidation; distinctive entries; and dedicated pedestrian corridors.

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Figure II-1
Urban Village - Traffic Area Zones

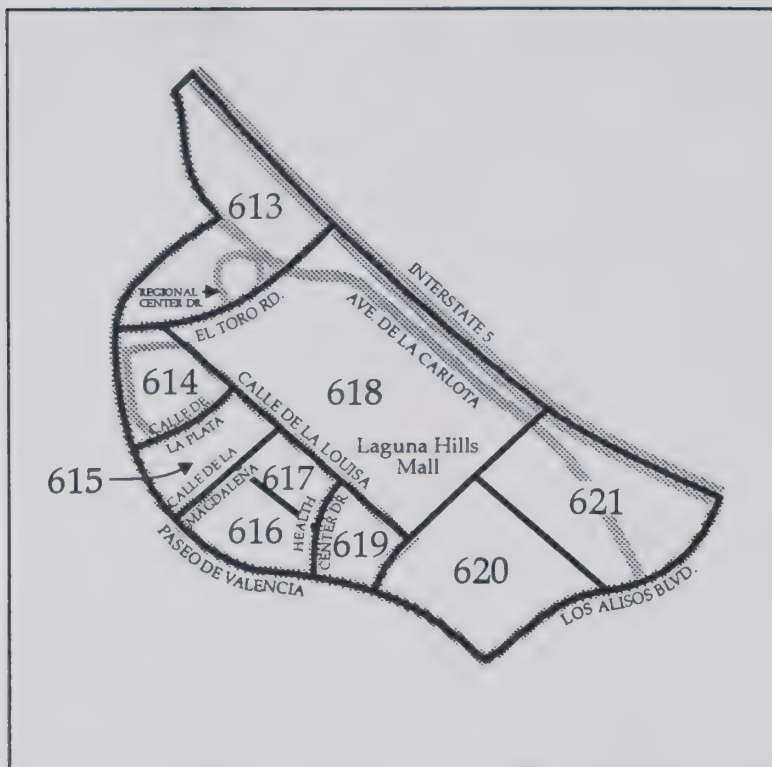


Figure II-2
Determination of Trip Allocation Budget
for Individual Projects

Steps in the determination of trip allocation budget for individual development projects

- *Identify traffic zone(s) in which the project is located (see Figure II-2).*
- *Complete a traffic study that analyzes post project traffic impacts.*
- *Compare impacts with criteria contained in Tables II-2 and II-3 of the General Plan.*
- *If traffic impacts exceed criteria, incorporate transportation demand management or other trip reduction measures so as to reduce traffic generation to acceptable levels.*

GENERAL PLAN

Regional Coordination and Cooperation

While local control and management of land use within the community are among the primary themes in the community, Laguna Hills recognizes that the City is not isolated; Laguna Hills is part of a larger region, and shares the concerns of that region. The effects of regional problems in other communities surrounding Laguna Hills are felt in the form of traffic congestion, crime, air pollution, and a concern for the adequacy of long-term water supplies.

Although regional problems require regional solutions, in pursuing these regional solutions and fulfilling its responsibilities to the larger regional community, the City will insist that *local* interests be protected and that regional planning programs not ignore local conditions. It is Laguna Hills' vision that individual communities and neighborhoods need not abandon their local social values in pursuit of a "greater" regional good, and that no one group should have to accept the brunt of the impacts of a regional solution.

This principle of balancing local interests with regional needs applies to the development review process. It is not appropriate for a jurisdiction, in approving a development project, to *internalize* the benefits of development, and *externalize* the related impacts. A good example of this is the potential reuse of El Toro MCAS to civilian airport uses, and the potential for aircraft overflights. The regional principle that focuses on an equitable allocation of development benefits and impacts between jurisdictions further applies to individual neighborhoods *within* Laguna Hills. A guiding tenet of the General Plan is that both the benefits and impacts of management decision related to land use, environmental regulation, and traffic flow need to balance citywide needs with the needs of individual neighborhoods, and that no individual neighborhood should be asked to bear the brunt of a citywide solution without commensurate benefit.

Apart from simply monitoring regional programs that might have an affect on the General Plan study area, new regional planning efforts have and will demand that local agencies provide the necessary data and feedback relative to local planning activity. Since much of what is decided at the regional level is based on data generated by individual participating cities, Laguna Hills' approach will be not only to participate in providing information about the City, but also to actively monitor and comment on the conclusions reached.

Since much of the baseline data now used for regional statistics was gathered prior to incorporation, it is important that information used in regional planning reflect Laguna Hills as a distinct and separate City.

STRATEGIES

Establishing a Community Concept

- C.1. Ensure that new development supports and is consistent with the City's future land use vision as outlined in the General Plan Community Concept.

Defining Future Land Uses

- C.2. Establish an inventory of land uses that provides diverse economic, social, and cultural opportunities and that reinforces the characteristics that make Laguna Hills a desirable place to live.

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- C.3. Create opportunities for the residents of Laguna Hills to interact, exchange ideas, and realize common goals of a unified community.
- C.4. Establish an inventory of land uses that balances the need for home ownership, apartments, businesses, and industry, while protecting the City's residential areas and overall quality of life.
- C.5. Protect the density and character of existing residential neighborhoods and provide adequate housing opportunities to meet the needs of Laguna Hills residents.
- C.6. Promote a mix of attractive, employment generating business park areas that provide a sound and diversified economic base, and that are compatible with the community's overall character.
- C.7. Maintain adequate land for educational, community, recreational, and public service needs of Laguna Hills.

Monitor the Intensity and Design of Land Use

- C.8. Maintain an organized pattern of land uses that minimizes conflicts between land uses and respects the bulk, scale and character of existing development.

Land Use Transition and Intensification

- C.9. Require that new development be compatible with the General Plan's community concept, as well as the character and intensity of existing adjacent land uses.
- C.10. Require the use of buffer and transition areas between proposed new development and existing land uses where they are necessary to achieve compatibility with existing adjacent land uses.

Urban Village

- C.11. Encourage the intensification of land uses in an urban village context within the area designated on the General Plan land use map as Village Commercial, thereby creating a pedestrian-oriented mixed use retail, office service, and residential area.
- C.12. Limit the intensity of land uses within the urban village area to that which can be accommodated by the area's roadway system.

GENERAL PLAN

Regional Coordination and Cooperation

- C.13. Coordinate land use planning programs between local, regional, State, and Federal agencies.
- C.14. Establish and maintain a local data base for use in local and regional planning efforts. Through monitoring of regional planning activities, ensure that information is used appropriately.
- C.15. Actively monitor the proposed reuse of the El Toro Marine Corps Air Station and lobby against the introduction or continuance of aircraft operations that would adversely impact land use within the General Plan Study Area.

GENERAL PLAN

D. GROWTH MANAGEMENT

ISSUES

In order to receive Measure M local street maintenance and improvement funds, each Orange County jurisdiction must comply with the Countywide Growth Management Program requirements embodied in the approved Measure M Ordinance. Central to the program is the requirement that each jurisdiction adopt a Growth Management Element of its General Plan and that the provisions of the Element be applied to the jurisdiction's development review process. The General Plan Element is required to include the following:

- traffic level of service standards, with a general target of Level of Service D (or better) for intersections, and a lower level of service for certain identified intersections in urbanized areas;
- policy statements on the establishment of a development mitigation program that ensures that new growth is paying its share of the costs associated with the growth; and,
- policy statements on the establishment of a development phasing and annual monitoring program to ensure service goals are achieved.

Two other growth management provisions must be implemented in conjunction with, or separate from, the jurisdiction's General Plan. The local jurisdiction must demonstrate a means to foster a better balance between jobs and housing. Also, the local jurisdiction must participate in Inter-Jurisdictional Planning Forums at the Growth Management Area level to cooperate in easing cumulative traffic impacts and coordinate transportation improvements at the inter-jurisdictional level.

GOAL

Reduce traffic congestion, mitigate the traffic impacts of new development by requiring new development to pay its fair share toward local and regional roadway/transportation improvements, and tie the timing of new development to the availability of the facilities that are needed to support that development.

GENERAL PLAN APPROACH

Laguna Hills' approach to Measure M's requirement for adoption of a Growth management Element is based upon the Model Growth Management Element developed jointly by the County of Orange and the Orange County Division of the League of California Cities. The Growth Management Element and other portions of the General Plan encompass all required policy provisions necessary for compliance with the Measure M Ordinance.

Integral to achievement of the Growth Management Element goals and policies is an implementation plan to ensure that the required programs identified in the Element are consistently applied to the City's development review process. Specifically, this pertains to the Measure M Development Mitigation Program, the Development Phasing Program, and the Annual Monitoring Program.

GENERAL PLAN

Together, these three implementation programs provide a framework for responsible land use and transportation planning. Thus, the City of Laguna Hills is committed to:

- determining how the additional traffic generated by a proposed development project will impact the levels of service within and outside the City's boundaries (Development Mitigation Program);
- identifying, through this assessment, the circulation improvements necessary to accommodate the increased traffic and to maintain the Level of Service goals embodied in the General Plan Implementation Program (Development Mitigation Program);
- ensuring, in conjunction with the City's review and action on a proposed development project, that the new growth generated by the proposed development pays its fair share of costs associated with that development, including impacts on regional traffic. This can be accomplished through developer-participation in transportation fee programs established to implement transportation improvements on a citywide or areawide basis; and/or through conditions of approval requiring exaction of specified transportation improvements (Development Mitigation Program);
- coordinating the timing of transportation improvements provided through transportation fee programs, applicable capital improvement projects, and conditioned roadway improvements with anticipated development construction. This ensures that infrastructure is logically added as development proceeds so that roadway improvements are in balance with demand (Development Phasing Program); and
- conducting an annual evaluation of how the City's existing and proposed circulation system is meeting the demand necessitated by existing and approved development. This evaluation serves as a citywide checks-and-balance function on the jurisdiction's ability to meet the circulation needs associated with the implementation of its General Plan land use program. It further provides a fine-tuning effort whereby identified transportation needs can be coordinated with the jurisdiction's annual and seven-year capital improvement program, transportation fee programs, and Inter-Jurisdictional Planning Forum efforts (Annual Monitoring Program).

This five-point program embodies planning practices that the City of Laguna Hills currently implements in conjunction with its approval of its General Plan land use program; adoption of fee programs; and participation in areawide transportation fee programs.

Also, the City's participation in the Inter-Jurisdictional Planning Forums has included a sharing of the City's land use approvals with adjacent jurisdictions to enable the jurisdictions to understand transportation infrastructure needs at the GMA level, identify areas of deficiency, and prioritize candidate improvement projects for funding consideration by the Orange County Transportation Authority to address identified GMA-level deficiencies.

GENERAL PLAN

STRATEGIES

Reduce Traffic Congestion within Laguna Hills

- D.1. Participate in multi-jurisdictional forums to identify existing and projected land uses and necessary transportation improvements supporting each jurisdiction's General Plan development, and to identify specific intersections where level of service goals cannot be brought into compliance.
- D.2. Require that, within three years of the issuance of the first building permit for a development project or within five years of the first grading permit for the project, whichever occurs first, the necessary improvements to transportation facilities are constructed and completed to attain Level of Service (LOS) "D" at the intersections under the sole control of the City.
- D.3. Require that all development contributing measurable impacts to intersections on the Measure M Deficient Intersection List and all projects contributing cumulatively, or individually, 10 percent or more of the traffic using an intersection will be assessed a mitigation fee determined by the City and locally administered as part of the Capital Improvement Program.
- D.4. Achievement of the levels of service targets and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances that may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway.
- D.5. Intersections exempt from strategy include facilities under the jurisdiction of another city, county, or the State, or those included on the Measure M Deficient Intersection List established pursuant to this Element.

Require New Development to Pay its Fair Share of Needed Roadway Improvements

- D.6. Require all new development to pay its share of the impacts associated with that development including impacts on regional traffic mitigation.
- D.7. Impose a traffic impact mitigation fee for improvements within the City and work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for application within the Growth Management Areas.
- D.8. Prohibit Measure M sales tax revenues from being used to replace private developer funding that has been committed for any project or normal subdivision obligations.

GENERAL PLAN

**Tie New Development to the Availability and Adequacy of Roadways
and Other Facilities within the City of Laguna Hills**

- D.9. As part of the development review process, ensure that adequate roadways and other facilities will be available to support buildout of the project. Use the performance standards included in the General Plan Implementation Program as the test for adequacy of City roadways, services, and facilities to support a new development.

III. FISCAL MANAGEMENT

III. FISCAL MANAGEMENT

The City of Laguna Hills was incorporated at a time of heightened fiscal awareness. Because the City's boundaries encompass the Laguna Hills Mall and surrounding commercial areas, as well as additional sales tax generating uses in other areas, Laguna Hills secured municipal revenue sources capable of maintaining the City's current level of services, addressing needed capital improvements, building ample budget reserves, and improving selected services. This fiscal position is enviable given the budget difficulties that many other California cities are experiencing today. Consequently, the fiscal management issues that are addressed in this General Plan Element relate more to maintaining and enhancing the fiscal performance of the City than to attempting to make ends meet.

As a newly formed City, Laguna Hills has incurred many one-time start up costs. Many of these start up costs will diminish or disappear over the first few years, and the budget will stabilize. The stabilized budget may generate budget surpluses, which can be applied to capital improvements, service improvements, and/or budget reserves.

The Fiscal Management portion of the General Plan addresses the issues, goals, approaches, and strategies to enhance the City's long-term budget performance and management. The Element seeks to provide fiscal direction by presenting the means to secure cost effective services, improve selected services, increase municipal revenues, target budget reserves, prioritize capital improvements, identify financing techniques, and expand business and employment opportunities.

A. FISCAL MANAGEMENT

ISSUES

- Since incorporation, the City of Laguna Hills has taken the responsibility of providing municipal services in the most effective and cost-efficient manner possible. There is currently a mix of service delivery providers. Many of the services provided by the County of Orange have been continued as contract services, while other services have been taken over by City staff or are provided via private contractors.
- As the City matures and its operational patterns stabilize, there will be a growing need to evaluate how best to provide quality community services. After completion of the initial start up tasks, the City will need to assess and evaluate which service vendors offer the most reliable service, the best quality service, and the best value.
- Changes in the City's service needs and operations due to population growth, development, and budget circumstances will require that the mix of service vendors be constantly monitored and altered.
- The community has expressed satisfaction with current municipal service levels, but has voiced interest in improving local recreational and library services. Recreational services are in part dependent upon available recreational facilities. Consequently, placing a high priority on the development of recreational facilities is as important as identifying the sources of revenues to increase recreational service levels. Library services can also benefit with a new library facility. Library service level increases are dependent upon a new centrally located facility.

CITY OF LAGUNA HILLS

GENERAL PLAN

- The City of Laguna Hills has sufficient revenues to maintain services and complete needed capital improvements. However, revenue sources are not altogether secure, as recently exemplified by the cuts in intergovernmental revenues instituted by the State of California.
- Additional future revenue sources are anticipated from the Laguna Hills Mall expansion and the annexation of North Laguna Hills, but these new sources need to be shepherded through completion in order to insure their timely generation of local revenues.
- Despite sufficient current revenues, the City will need to proactively secure new revenue sources that may emerge in the future.
- The City of Laguna Hills may face a financial emergency in the future brought on by natural disaster, Federal and State legislation, legal disputes, or emergencies. In addition to buffering the City budget from unforeseen emergencies, an adequate budget reserve allows the City to remain flexible when special circumstances require immediate local spending.
- Many capital improvement projects can enhance the quality of life in Laguna Hills. Although most of these identified improvements can be financed and provided over the long-term future, the question of which projects get funded and when they are built will remain a central financial issue.
- Maintaining and updating the City's recently completed capital improvement program will help ensure that needed capital improvement projects will be financed and built in a timely manner.
- The City of Laguna Hills is able to finance many capital improvement with general fund and targeted revenues on a "pay-as-you-go" basis; however, such a financing approach may delay some capital improvements into the moderate term (5-10 year) and long term (10+ years) future. There are "borrowing" techniques the City may employ to finance these projects if the City wishes to accelerate their development.
- Since an important share of municipal revenues is derived from local business activity, it makes sense to ensure that local businesses receive fair treatment and the help they need from the City to competitively operate.
- Local businesses provide convenient goods and services to the community, thereby reducing shopping time and driving distance for city residents.
- Being responsive to business concerns also encourages the attraction of new businesses and the expansion of existing business that provide local jobs.

GOAL

Promotion of an economic base that provides service to the area's population, broadens business and employment opportunities for the community, and generates sufficient municipal income to support the services and facilities envisioned in the City of Laguna Hills General Plan.

CITY OF LAGUNA HILLS

GENERAL PLAN

GENERAL PLAN APPROACH

Deliver Municipal Services More Efficiently

In order to provide the highest quality of service for the least cost, the City will select the proper mix of County and private sector service contract vendors for municipal services that are not feasible or cost effective using City staff; evaluate the performance of each municipal service with regard to service administration, service standards, service delivery, service cost and community satisfaction; search for means to find lower cost services; and secure these services as they become available, feasible, and beneficial.

Upgrade Selected Municipal Services

Laguna Hills will add new services or improve current services as the City feels is necessary or supportable. In particular, the City will look toward improving recreational and library services, as warranted, with increased programs and/or new facilities.

Increase Municipal Revenues

The City will proceed with negotiations regarding the annexation of north Laguna Hills sphere of influence, promote and assist the expansion of the Laguna Hills Mall, plan for the formation of the "urban village" core, and plan for the transition of land in the north Laguna Hills area to higher valued uses. These land use changes will stimulate the local economy and generate increased municipal revenues. Concurrently, the City will continue to search for, identify, and implement new sources of revenues.

Maintain Budget Reserves

The City budget is able to set aside a portion of its revenues for the budget reserve. The immediate goal is to raise the reserve to about 25 percent over the short-term period (two to four years), as conditions allow. Subsequent budgets should strive to build the budget reserve to about 50 percent by the year 2003, or earlier, as conditions allow.

Prioritize Capital Improvements

The City has prepared a Capital Improvements Plan that identifies, prioritizes and schedules capital improvement projects through the 1994-1995 fiscal year budget. This plan is comprehensive, covering street, signals, lighting, parks and recreation, streetscape, flood control, and public facility improvements. The City will continue to list and prioritize needed public improvements, identify the source of capital financing for each capital project, and schedule improvements over a multi-year period, as appropriate. The City will also continue to update the Capital Improvements Plan as a management tool to identify, select, program, and fund municipal capital improvements.

Identify Financing Techniques

The City will maintain an awareness and understanding of alternative financing techniques and be prepared to apply them to needed capital improvements. The City will explore the benefits and constraints associated with available financing techniques including State and Federal grants in aid, short-term notes, assessment districts, development impact fees, long-term bonding options, certificates of participation, and other related financing techniques.

GENERAL PLAN

Expand Business and Employment Opportunities

The City will seek to maintain a clear channel of communication with local businesses as a means of encouraging the retention and expansion of local business enterprises. Efforts will also be made to seek and attract new businesses into the City that can complement the range of goods and services already being provided.

The City will establish an inventory of the name, type, location, and size of businesses within Laguna Hills. Work closely with businesses interested in locating within the City. In addition, the City will continue to respond to concerns voiced by businesses located within the City and those interested in locating within the City.

STRATEGIES

Deliver Municipal Services More Efficiently

- A.1. Maintain a monitoring system of all service providers to record complaints, lapses of service, services delivered below service standards, and unresponsiveness to City management and administration.
- A.2. Review current service delivery needs and, based upon anticipated changes of population, businesses, and/or annexation, project service needs for the short term (two years) and long term (five years) future.
- A.3. Evaluate and identify services that may benefit from alternative providers.
- A.4. Research, assess, and consider alternative providers to determine whether service improvements can be achieved with replacement of current service providers. Improvements include greater responsiveness to local needs, cost effectiveness, and reliability.
- A.5. Anticipate and plan for service provider replacement as part of the biannual budget cycle. In this fashion, service costs and related expenditures (equipment, facilities, capital costs) can be incorporated into the biannual budget.
- A.6. Ensure that all long-term operation and maintenance costs are anticipated and planned for in the development of City Capital Improvement Projects.

Upgrade Selected Municipal Services

- A.7. Assess the budget projections and determine whether there appears to sufficient future surpluses to fund new or improved services. Budget surpluses should be measured in relation to current and future capital needs in order to avoid unforeseen future budget shortfalls.
- A.8. Confirm that there is sufficient anticipated future budget surpluses to support the new or improved services. Caution should be exercised with regard to initiating new and improved services since it is difficult to eliminate or reduce services.

GENERAL PLAN

- A.9. Maintain a list of new or improved services that are most desired by the community by discussing local needs with residents and community leaders, assessing service utilization, and/or conducting surveys.
- A.10. Identify opportunities for providing new or improved services by investigating the type, availability, cost, and feasibility of these services.
- A.11. Assess the new or improved services that may be funded by the anticipated budget surpluses and incorporate these service improvements into the biannual budget.

Increase Municipal Revenues

- A.12. Complete negotiations with Orange County to formalize the annexation of North Laguna Hills as soon as possible to hasten the receipt of municipal revenues.
- A.13. Work closely with the Laguna Hills Mall to avoid any unnecessary delay in the Mall expansion and occupancy.
- A.14. Plan for the orderly transition of land uses in North Laguna Hills consistent with the General Plan. This long-term transition will serve as a major source of new revenues in the next decade.
- A.15. Support the early development of any use within the City that is both consistent with the General Plan and can generate a positive net fiscal impact. This will be particularly helpful to move the "urban village" commercial core forward in a timely manner.
- A.16. Consider potential new general fund revenue sources for the City budget such as a business license fee, user charges, a utility users tax, or other possible options only when other new revenue sources are exhausted.
- A.17. Identify and pursue other funding sources to supplement general fund revenues. These new sources may include Federal; State; County; and other governmental grants, loans, and apportionments. Although these other funding sources may be limited in their application to capital improvements or targeted services, they can help offset the demand for general fund revenues and thereby allow for more general fund expenditures.

Maintain Budget Reserves

- A.18. Continue to allocate a portion of every annual budget toward the reserve fund. The current biennial budget targets a reserve fund of 12.5 percent of operating revenues. The subsequent biennial budget should strive to reach a 25 percent reserve fund level. Thereafter, the reserve fund should be gradually increased until the 50 percent level is reached.

GENERAL PLAN

Prioritize Capital Improvements

- A.19. Update the Capital Improvement Plan with each biennial budget cycle. This will involve the reevaluation of listed projects, the addition of new projects, a reevaluation of funding sources, and a reprioritization of the scheduled projects.
- A.20. Update the Capital Improvement Plan between biennial budget cycles to respond to unexpected opportunities or constraints as may emerge.

Identify Financing Techniques

- A.21. Identify the public improvements that can be financed outside the City budget. These can include improvements benefiting a small area (such as landscape maintenance and traffic control), which may be shifted from the Capital Improvement Plan to an assessment district, or improvements that may be identified as mitigating impacts of new development.

Expand Business and Employment Opportunities

- A.22. Establish a business registration program to maintain a current business inventory and information. Such a program will enable the City to better assess the character and trends of businesses within the City and use this information to shape specific projects and programs aimed at business retention, expansion, and attraction.
- A.23. Prepare an informational summary of key City features that prospective businesses can use to evaluate their interest in locating within the City. Such an informational brochure can include relevant data such as demographic trends, existing businesses, development fees and charges, utility rates, lease rates, available vacant facilities, transportation characteristics, local amenities, typical labor rates, labor force characteristics, and related information.
- A.24. Investigate means to better link local residents with local job opportunities by forming a Laguna Hills jobs exchange. Such a program can make local residents aware of local job opportunities and provide an invaluable service to residents in search of nearby job opportunities.

IV. MUNICIPAL FACILITIES AND SERVICES

GENERAL PLAN

IV. MUNICIPAL FACILITIES AND SERVICES

The Municipal Facilities and Services chapter provides a direct link between future land use and the provision of supporting infrastructure. The primary focus of this chapter is on ensuring that municipal facilities and services support, rather than lead the determination of the land use mix and character detailed in the Community Development and Design chapter. In addition, the Municipal Facilities and Services chapter aims at achieving consistency between the provisions of Proposition 111, the County's Congestion Management Plan, the South Coast Air Quality Management Plan, and SCAG's Regional Mobility Plan.

A. CIRCULATION AND TRANSPORTATION

ISSUES

- The City of Laguna Hills currently enjoys a well defined vehicular circulation system based on a hierarchy of arterial function as conceived in the County of Orange Master Plan of Arterial Highways (MPAH). This hierarchy system classifies roadways based on the intended traffic volume capacity and the character of travel (i.e., regional v. local). With the exception of individual intersection turn lanes, the circulation system, like the majority of the City's built environment, is completed with full arterial lane complements.
- Major regional travel is accommodated on the San Diego (I-5) Freeway. The I-5 is the major north-south regional transportation facility that defines the northern and eastern boundary of the City of Laguna Hills.
- Significant north-south arterial routes through Laguna Hills include Moulton Parkway, Paseo de Valencia (between Avenida de Carlota and Alicia Parkway), Cabot Road, and Avenida de la Carlota. East-west travel is accommodated on Oso Parkway, La Paz Road, Alicia Parkway, Los Alisos Boulevard, El Toro Road, Ridge Route, and Lake Forest Drive. All of these arterials also provide primary circulation for other communities within southern Orange County.
- Currently, the arterial segments within the City of Laguna Hills and its sphere of influence operate within the County's standard daily highway capacities. However, three key intersections, the intersections of Paseo de Valencia/Los Alisos Boulevard, Paseo de Valencia/Alicia Parkway, and Moulton Parkway/Lake Forest Drive, experience unsatisfactory levels of service during one or both a.m. or p.m. peak hours, as documented in the Laguna Hills General Plan Master EIR.
- Daily and peak hour traffic volumes will continue to increase within Laguna Hills, resulting in congestion along roadways and intersections. To support the preparation of the Circulation Element, computer modelling of the impacts of land use buildout of the City of Laguna Hills General Plan study area and of the region (based on County estimates) was conducted (see the Traffic Analysis in Appendix A of the General Plan Master EIR). Based on traffic forecasts prepared for the preferred General Plan land use alternative, Cabot Road will exceed the capacity of a four lane undivided Secondary arterial. In addition, Paseo de Valencia adjacent to the Laguna Hills Mall is forecast to operate unsatisfactorily, at a LOS "E" condition.

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Therefore, Paseo de Valencia between El Toro Road and Laguna Hills Drive should be widened to its ultimate six lane major arterial designation, commensurate with the implementation of the General Plan Land Use Element. Upgrading Cabot Road from a Secondary arterial to a Primary arterial, which includes installation of a median and increased right-of-way from 80 feet to 100 feet, would result in volume to capacity ratios of LOS "D" or better. The one addition to the Circulation Map from the County of Orange Master Plan of Arterial Highways is the upgrade of Cabot Road from a Secondary arterial to a Primary arterial (see General Plan Master EIR, Traffic Analysis Appendix A). The cross sections for each of the arterial designations are included in the performance objectives section of the Implementation and Monitoring program.

The addition of forecast General Plan peak hour traffic volumes will cause nine of the master planned intersections to exceed the LOS "D" threshold during one or both peak hours with intersection geometrics that are either currently planned or programmed (i.e., planned or programmed as part of the Laguna Hills Mall EIR or Moulton Parkway Smart Street project). General Plan intersection geometric improvements have been recommended, in addition to currently planned or programmed improvements, to mitigate forecast traffic volumes. Two of the nine intersections, Moulton Parkway/La Paz Road and Moulton Parkway/Oso Parkway, cannot be mitigated to LOS "D" conditions with standard intersection lane improvements, and are forecast to operate at LOS "F" conditions in the General Plan build out horizon. Recommended improvements as part of the General Plan Circulation Element implementation are summarized in Table IV-1. Under the requirements of Measure M, the City has committed to monitoring traffic flow should intersections along the CMP network (of which Moulton Parkway is a part) to ensure a level of service (Specific Measure M requirements are discussed in the Growth Management Section of the General Plan).

These forecast deficiencies are caused by many factors, the least of which are anticipated new development in the City of Laguna Hills. The City is virtually built out, with new or intensified land use development planned for isolated locations, such as the Laguna Hills Mall area and the sphere of influence. According to the traffic analysis done for the General Plan Master EIR, the majority of the growth in traffic forecast for roadways within the City of Laguna Hills is attributable to traffic generated in adjacent communities destined for the major employment and commercial centers in North and Central Orange County (see Table IV-O-7 of the Master EIR).

- Significant regional circulation improvements are planned in the Laguna Hills area. The San Joaquin Hills Transportation Corridor (SR-73) is a planned six lane limited access corridor that will parallel I-405/I-5, and will provide additional regional circulation through the communities of Newport Beach, Irvine, Laguna Beach, Laguna Hills, Laguna Niguel, Mission Viejo, San Juan Capistrano, and adjacent unincorporated areas of Orange County. Major improvements to the I-5/I-405 confluence are planned for construction in 1994, and will provide additional regional capacity attracting more commute traffic to the freeway system and away from the arterial streets within Laguna Hills. As part of the confluence project, a series of collector/distributor roads and a new interchange at Bake Parkway will be constructed to relieve traffic demand at the existing I-5 interchanges at Lake Forest Drive and El Toro Road.

GENERAL PLAN

The County of Orange has adopted a Smart Street program for Moulton Parkway (see General Plan Master EIR for description of Smart Street Program) along its entire length, including segments in Laguna Hills. This program would include widening Moulton Parkway to six lanes through the annexation area, and other standard improvements such as driveway consolidation, median treatments, bus turnouts and intersection lane additions along other reaches of the corridor.

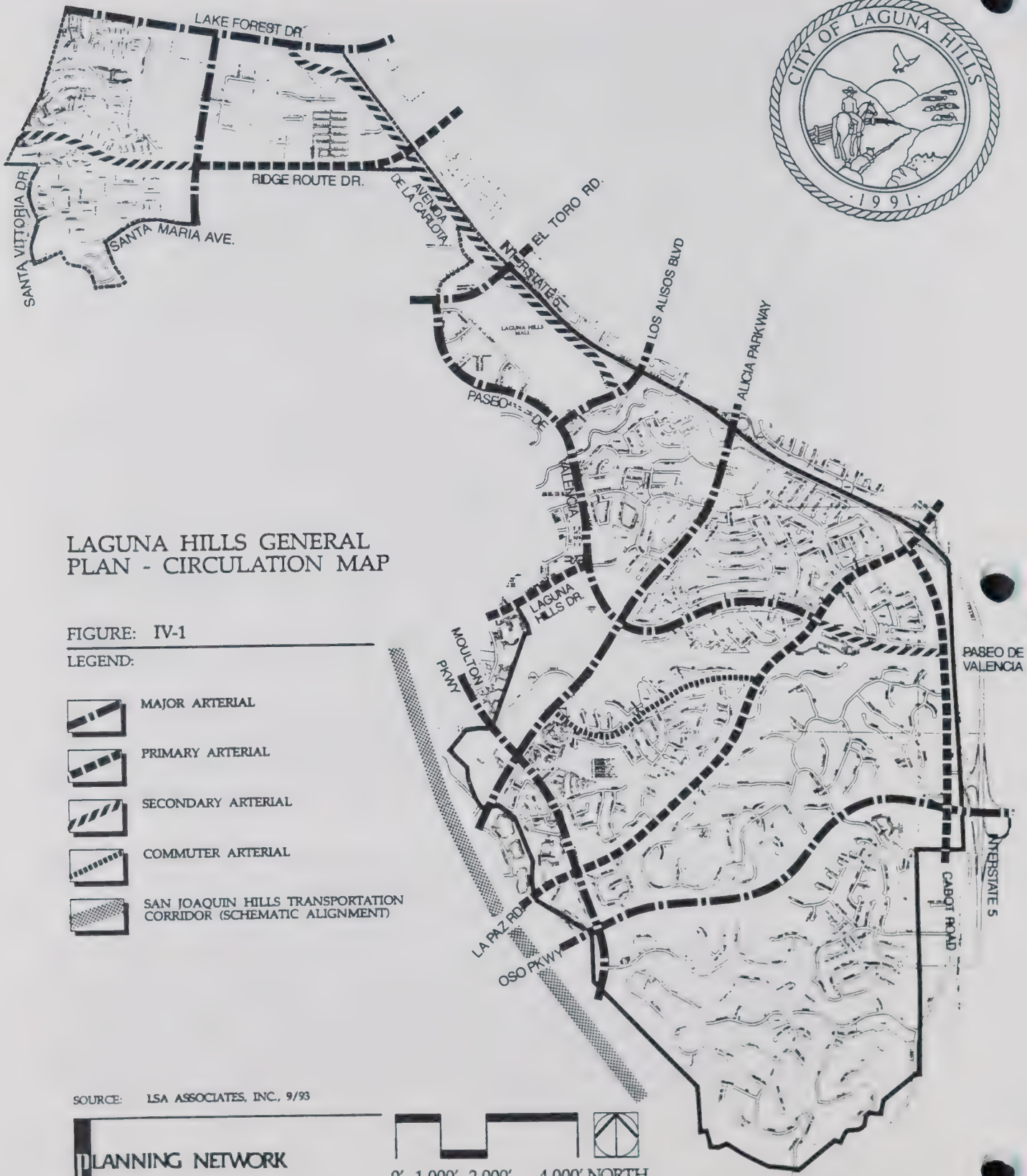
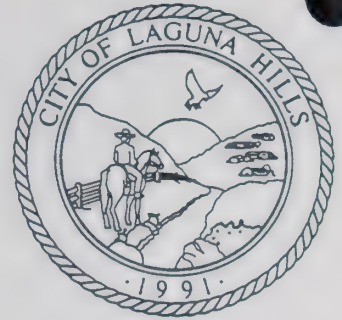
Other regional improvements that complete the system of highways adopted in the County Master Plan of Arterial Highways may have a less than desirable effect within Laguna Hills. The extension of Cabot Road from its current terminus south of Rapid Falls Road to Crown Valley Parkway and the completion of Alicia Parkway from Oso Parkway to Aliso Creek Road will provide additional north-south routes from the primarily residential communities in the south to the employment and commercial centers in the north. The result of these new links will be to add traffic volume to the existing segments of these roadways, usurping the existing available capacity.

With these regional improvements and the future anticipated growth in South Orange County, travel demand is forecast to increase along roadways and intersections within the City of Laguna Hills and its sphere of influence. Under State law, the City can require new development to mitigate its potential impact, but it cannot require new development within the City to mitigate existing or potential impacts associated with existing or proposed development outside the City. Since the City has no control over adjacent cities' land use decisions, it is possible that higher densities in adjacent communities could be approved and could have a negative effect on travel through Laguna Hills. In addition, the City of Laguna Hills has indicated that the fiscal responsibility is of the utmost concern, and allocating City funds for improvements with limited local benefits is not an option. However, implementation of Measure M and the County's Congestion Management Program should provide some mitigation for impacts created by development in other communities.

- Since the local street system is virtually complete, the City is limited in its ability to provide additional capacity for local and regional travel. Based on this constraint and the City's stated objection to unilaterally funding regional circulation improvements, it is apparent that traffic issues within the City of Laguna Hills cannot be solved purely by building new roads and expanding existing ones.
- The quality of life in Laguna Hills, buoyed by the automobile, deteriorates when too many cars congest local and regional roadways. Air quality, noise, energy consumption, public services and emergency response times are all affected by increased congestion.
- The Laguna Hills Transportation Center is located near the Laguna Hills Mall, and provides bus service for over 20 fixed routes within the County of Orange. Increased bus service and the addition of express bus service, with direct routes to employment centers, are being planned by the Orange County Transportation Authority. As part of the expanding commuter rail service, more and more trains are being added, and an additional stop is being planned along Cabot Road. An Orange County fixed rail transit facility is being considered through Anaheim and Santa Ana, into Costa Mesa.

CITY OF LAGUNA HILLS

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The provision of these transit options will provide alternatives for Laguna Hills motorists. Alternative transportation modes, such as bus, commuter rail and urban rail, may eliminate some regional pass through traffic, but are not seen as a realistic solution to the forecast capacity constraints envisioned within Laguna Hills.

- The El Toro Marine Corps Air Station (El Toro) is slated for closure and redevelopment. This redevelopment project is anticipated to occur over the life of this General Plan. Alternative land use proposals include aircraft related uses and non-aircraft, commercial uses. A land use concept plan is being negotiated between affected cities and the County of Orange. The future redevelopment of El Toro and the implementation of the City of Laguna Hills General Plan are linked. Future land use proposals in the annexation area may affect potential flight operations at El Toro. Intensification of commercial uses at the MCAS site may have deleterious effects on circulation through Laguna Hills. It is in the interest of the City of Laguna Hills to continue to monitor the progress on the base closure and to advocate a land use plan that is consistent with the future growth of the City.
- Laguna Hills residents perceive that, as a result of the increased congestion on the arterial street system, traffic that should travel on primary regional arteries is intruding into their neighborhoods. Residents believe that this "pass-through" traffic is creating the undesirable effects of decreased mobility, excessive speeds and increased likelihood of vehicular conflicts and accidents. It is important, however, that the true nature of such traffic be considered prior to the implementation of mitigation measures to indicate whether the traffic is being diverted from regional arterials, or generated within local neighborhoods.
- In order to address increased land use development and the associated congestion, and to maintain eligibility for federal, State, and County roadway funds, the City of Laguna Hills participates in the Congestion Management Program and the Growth Management Plan forums. Methods for compliance in these programs have been identified in the Laguna Hills General Plan Implementation and Monitoring Program, and include the participation in interjurisdictional planning forums; development of a capital improvement program; development of a growth management plan.

GOAL

Maintaining a transportation system that maximizes freedom and safety of movement and that maintains a balance between mobility, cost-efficiency of maintenance, and the quality of the City's living environment.

GENERAL PLAN

GENERAL PLAN APPROACH

Establish and Maintain a Level of Service Standard

In order to measure the operation of a circulation system and gauge the level of mobility, the concept of level of service is used. In traffic engineering, the concept of capacity and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). These levels recognize

that, while an absolute limit exists as to the amount of traffic travelling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays.

Mitigation Standard:

Level of Service "D" or better at all intersections.

A complete description of the meaning of level of service can be found in the *Highway Capacity Manual* (Highway Research Board Special Report 87). The manual establishes levels of service "A" through "F" (see box below).

As a result of State legislation and the creation of the Congestion Management Program (CMP) requirements, a CMP highway network and level of service standards have been adopted by the County of Orange. In the City of Laguna Hills, the arterials of Moulton Parkway and El Toro Road and the intersection of I-5 southbound ramp and El Toro Road are part of the CMP highway system. According to the CMP requirements, the minimum level of service for these facilities is Level of Service (LOS) "E," or the current level, whichever is farthest from LOS "A."

This level of service "E" condition is reflective of near or at capacity conditions, and is not consistent with the goal of providing mobility within the City of Laguna Hills. Therefore, as an approach to ensuring mobility within and through the City of Laguna Hills, a level of service standard that provides for some residual capacity along arterials and at intersections will be adopted. A level of service standard of LOS "D" provides for between 80 and 90 percent capacity utilization, leaving a residual capacity buffer of 10 to 20 percent.

While it is the policy of Laguna Hills to establish a standard level of service of LOS "D," based on forecast General Plan build out traffic volumes some intersection locations will operate in excess of this standard. The majority of these locations are near the I-5 Freeway and the San Joaquin Hills Transportation Corridor and along major regional travel corridors.

As has been determined through General Plan modeling efforts, much of the traffic at these locations is due to the traffic from adjacent communities and is independent of any land use policies adopted by the City of Laguna Hills. Local intersection improvements necessary to support proposed General Plan land uses are detailed in Table IV-1. These improvements are intended to mitigate the unsatisfactory forecast conditions at the previously identified nine intersection locations.

GENERAL PLAN

Two identified intersections, however, cannot be mitigated to an acceptable level of service through physical improvements alone. The City, therefore, must rely on other methods included in the General Plan Air Quality and Circulation Elements to improve traffic congestion. Thus, the City will take an aggressive stance as to the impacts outside development will have on Laguna Hills roadways, and will strive to support regional mitigation programs which lesson local congestion. The proposed General Plan Circulation map is described in Figure IV-1.

Regional solutions to traffic congestion

Due to continued growth in adjacent areas, roadway building alone cannot provide adequate mobility. Therefore, the City will increase emphasis on a comprehensive approach to transportation planning. These methods include addressing regional traffic issues in inter-jurisdictional forums and focusing on alternative modes of travel to relieve forecast congestion on the local street system for Laguna Hills motorists.

The City of Laguna Hills currently participates in inter-jurisdictional forums as part of the Measure M Growth Management Program. As part of Growth Management Area (GMA) 10, Laguna Hills shares in these forums with Mission Viejo, Laguna Niguel, Laguna Beach, and the County of Orange. The purpose of these forums, is "to cooperate in easing cumulative traffic impacts and coordinating improvements in transportation and other facilities at the inter-jurisdictional level."

Level of Service Standard

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand will occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand, unless the street is highly friction free.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: LSA Associates, 1993.

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Table IV-1
General Plan Proposed Intersection Lane Addition Improvements

Intersection	Northbound			Southbound			Eastbound			Westbound			Existing Conditions				G.P. Improvements			
													A.M. Peak Hour		P.M. Peak Hour					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	ICU	LOS	ICU	LOS	ICU AM	LOS	ICU PM	LOS
(1) Avenida de la Carlota/El Toro Road			1					1					0.56	A	0.83	D	0.58	A	0.74	C
(2) Paseo de Valencia/El Toro Road			1		1		1				1		0.54	A	0.61	B	0.89	D	0.78	C
(3) Avenida de la Carlota/Paseo de Valencia							1			1	1		0.76	C	0.48	A	0.89	C	0.60	A
(4) Avenida de la Carlota/Los Alisos Boulevard	1												0.52	A	0.75	C	0.62	B	0.74	C
(5) Paseo de Valencia/Los Alisos Boulevard		1			1								0.93	E	0.73	C	0.87	D	0.85	D
(6) Paseo de Valencia/Alicia Parkway		1									1		0.63	B	0.92	E	0.77	C	0.79	C
(7) Paseo de Valencia/Laguna Hills Drive	1					1	2						0.70	C	0.80	D	0.68	B	0.88	D

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Table IV-1
General Plan Proposed Intersection Lane Addition Improvements

Intersection	Northbound			Southbound			Eastbound			Westbound			Existing Conditions				G.P. Improvements			
													A.M. Peak Hour		P.M. Peak Hour					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	ICU	LOS	ICU	LOS	ICU AM	LOS	ICU PM	LOS
(8) Alicia Parkway/I-5 southbound ramps													0.43	A	0.66	B	0.41	A	0.60	A
(9) Moulton Parkway/Alicia Parkway	1		1	1		1	1		1	1	1		0.86	D	0.76	C	0.79	C	0.78	C
(10) I-5 southbound ramps-Cabot Road/La Paz Road			1						1				0.78	C	0.85	D	0.83	D	0.86	D
(11) La Paz Road/Paseo de Valencia													0.58	A	0.52	A	0.81	D	0.68	B
(12) Moulton Parkway/La Paz Road	1		1	1		1		1	1	1		1	0.74	C	0.71	C	1.19	F	1.10	F
(13) Cabot Road/Paseo de Valencia													0.48	A	0.43	A	0.56	A	0.57	A
(14) Cabot Road/Oso Parkway							1			1			0.59	A	0.57	A	0.82	D	0.82	D
(15) Moulton Parkway/Oso Parkway	1			1		1	1		1	1		1	0.66	B	0.61	B	1.17	F	0.83	D

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Table IV-1
General Plan Proposed Intersection Lane Addition Improvements

Intersection	Northbound			Southbound			Eastbound			Westbound			Existing Conditions				G.P. Improvements			
													A.M. Peak Hour		P.M. Peak Hour					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	ICU	LOS	ICU	LOS	ICU AM	LOS	ICU PM	LOS
(16) Moulton Parkway/Lake Forest Drive	1	2			2		1	2		1	1		1.21	F	1.06	F	0.79	C	0.55	A
(17) Moulton Parkway/Ridge Route Drive	1	1	1	1	1			1		1	1		0.75	C	0.71	C	0.51	A	0.59	A
(18) Avenida de la Carlota/Ridge Route Drive			1	1				2		2	1	1	0.40	A	0.59	A	0.85	D	0.67	B

Source: LSA Associates, Inc. 1993

The lane improvements recommended above are in addition to the existing geometrics.

The source of the improvements are the Moulton Parkway Smart Street EIR and the Laguna Hills Mall Renovation and Expansion Plan EIR, as well as recommendations based on the General Plan modelling effort.

Shaded areas are additional lane improvements over existing and committed project conditions. Committed projects include the Laguna Hills Mall Renovation and Expansion Plan EIR and Moulton Parkway Smart Street EIR.

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The approach to identifying the regional traffic issues and seeking solutions to the circulation impacts associated with the growth in regional traffic is to continue to participate in the Growth Management Program inter-jurisdictional forums. Continued participation is also a key determinant of compliance with Growth Management Program requirements and future Measure M funding allocations (see Community Development and Design Chapter for additional discussion regarding growth management).

The provision of alternative modes of transportation can improve circulation within and through the City of Laguna Hills by reducing the number of single occupant vehicle trips. The City of Laguna Hills will encourage continued operation of the Laguna Hills Transportation Center and future expansion of express bus service to reduce the volume of

Issues related to the reduction of congestion on City roadways, improvements to roadway efficiency, and alternative modes of transportation are directly related to air quality policies contained in the Air Quality Element of the General Plan.

commuter traffic on the City's major thoroughfares. Furthermore, the City will monitor the progress of Commuter Rail planning efforts and advocate increased utilization of this method of rail transportation for the peak commute periods. The City will also explore future urban rail concepts as an alternative method to accommodating regional through traffic.

Maintaining a competitive advantage in Federal, State, regional, and County roadway funding programs is of primary importance to ensure adequate funding levels for implementation of current and future capital improvement programs and transportation planning efforts. To this end, the City of Laguna Hills will actively participate in all transportation funding programs, such as the County of Orange County Combined Transportation Funding Program, and comply with those program requirements to maintain eligibility for transportation funding.

In order to maximize the opportunities to move traffic in and around Laguna Hills, the City will seek methods to participate in current and future corridor studies and development (Moulton Pkwy, San Joaquin Hills Transportation Corridor, I-5/I-405 confluence, I-5 widening, and Foothill Transportation Corridor).

The City of Laguna Hills will participate to the fullest extent in the future planning for the El Toro Marine Corps Air Station. The purpose of the City's involvement is to influence the development of a MCAS land use plan that is consistent with the implementation of the Laguna Hills General Plan and that minimizes the potential circulation and safety impacts associated with the future base redevelopment.

Reducing "pass-through" neighborhood traffic

Residential areas are located in nodes throughout the City that are separate from, but take access to, the arterial street system. This layout provides for a functional hierarchy of roadways whereby residential streets collect traffic from local sites and distribute traffic to the regional facilities. However, it is recognized that pass through traffic does exist in residential areas due, in part, to perceived congestion on the regional highways. The City of Laguna Hills will undertake studies in potentially impacted neighborhoods to identify pass through traffic issues and to seek remedies where pass through traffic is validated and creates congestion and safety impacts.

GENERAL PLAN

Mixed Use Parking

With the inclusion of mixed uses in the General Plan, the City of Laguna Hills recognizes that parking issues may arise. The City will encourage shared parking strategies to accommodate the parking demand generated by this new land use category.

STRATEGIES

Establish and Maintain a Level of Service Standard.

- A.1. Strive to maintain or improve mobility within the City to achieve a standard level of service not worse than LOS "D" at all intersections under the sole control of the City of Laguna Hills.
- A.2. Maintain a balance between land use and circulation operations by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- A.3. Plan for future intersection improvements outlined in Table IV-1.

Regional Solutions to Traffic Congestion

- A.4. Actively participate in Growth Management Areas (GMA) forums to discuss regional traffic issues and solutions.
- A.5. Actively pursue Federal, State, and regional funds for local and regional roadway improvements.
- A.6. Maintain consistency with the South Coast Air Quality Management District Regulation XV, Congestion Management Program, and Growth Management Program requirements.
- A.7. Encourage Transportation Systems Management measures to enhance capacity of existing circulation system. Continue to evaluate and pursue design and operational improvements (medians, driveway consolidation, signal synchronization, parking or turn restrictions, etc.) to improve the efficiency of intersections and arterials to more closely approximate theoretical carrying capacities.
- A.8. Establish park-and-ride lots and transit linkages to the Commuter Rail station.
- A.9. Work with Orange County Transportation Agency (OCTA) to establish express bus service to encourage alternate modes of travel during peak commute periods.
- A.10. Work with Caltrans to accelerate the implementation of the I-5/I-405 confluence project.
- A.11. Work with the Transportation Corridor Agency to phase the construction of the San Joaquin Hills Transportation Corridor so as to reduce the impacts of construction on local arterials.
- A.12. Require new development projects to incorporate the provision of bicycle, transit, and pedestrian facilities.

GENERAL PLAN

Reducing "Pass-Through" Neighborhood Traffic

- A.13. When necessary, and as determined appropriate by the City, conduct neighborhood traffic studies to determine the nature and extent of perceived pass through traffic impacts.
- A.14. Where warranted and after appropriate study, create incremental disincentives including, but not limited to, enhanced enforcement of traffic laws, installation of additional traffic controls, utilization of a speed display trailer, physical barriers, and/or adjusting of signal timing on the arterial roadways during peak hours, installing stop signs, installing speed bumps, and closing selected streets.
- A.15. Create distinctive entry statements at identified neighborhood entrances that discourage pass through traffic.

Mixed Use Parking

- A.16 Integrate multiple use parking concepts into the City's parking ordinances.

GENERAL PLAN

B. INFRASTRUCTURE

ISSUES

- Because the City of Laguna Hills and its sphere of influence are essentially built out, distribution networks for storm flow, water, sewer, electricity and natural gas are well established. Most of these facilities have been built within the last 25 years to serve the build out condition, and are therefore adequate to meet present needs.
- Because the existing infrastructure in the City and its sphere of influence was generally constructed to serve the build out condition, it is unlikely that a significant demand for new or updated facilities will occur in a majority of the General Plan study area. Due to the potential density increases proposed as part of the Mixed Use and Village land use categories, it is possible that localized increases in public services will be needed in the future.
- In spite of the adequate capacity of Prima Deshecha landfill to meet the City's solid waste disposal needs, the continuing regional and statewide shortage of landfill capacity is likely to emphasize the importance of solid waste reduction efforts. The City's recent compliance with AB 939, through the completion of its Source Reduction and Recycling Element, will be an important factor in addressing this trend.

GOAL

Coordination of development activity with the provision of municipal services and facilities in a manner that maintains defined performance objectives for existing development, realizes cost-efficiencies, and achieves an equitable sharing of the cost of municipal services and facilities.

GENERAL PLAN APPROACH

Maintaining adequate infrastructure services

The City of Laguna Hills is served by an infrastructure system and public services system that has been designed to accommodate the currently anticipated population increases and future land development within the City. Based upon the prior analysis, shortfalls or deficiencies in the infrastructure and public services systems are not anticipated for the City. Therefore, the City will look for opportunities to maintain, enhance and build upon its current infrastructure and public services system.

The central concept in the provision of infrastructure and public services is the establishment of a set of performance objectives. All new development will be required to ensure that these performance standards are indeed met. In cases where performance standards are not met due to impacts from existing development, the City will work with appropriate agencies to ensure that the performance criteria is met at the earliest feasible date. In all cases, new development will be required to ensure that applicable performance criteria are met for the new services and facilities to be provided to the development, and that existing services and facilities are not downgraded.

STRATEGIES

**Maintaining Adequate
Infrastructure Services**

- B.1 Ensure that functional utilities such as water, wastewater, electricity, and natural gas supply systems, and solid waste collection and disposal meet General Plan performance objectives.
- B.2. Ensure that existing residents and businesses are not burdened with the cost of financing infrastructure aimed at supporting new development or the intensification of existing development.
- B.3. Coordinate on an ongoing basis with utility providers to ensure the long-term provision of utility services throughout the General Plan study area.

Mitigation Standards:

Flood Control and Storm Drainage: Adequate facilities to protect structures for human occupancy and major roadways from the 100-year flood.

Water: Adequate fire flow as established by the Orange County Fire Department, along with sufficient water storage for emergency situations and for maintenance of service pressures on an ongoing basis.

Wastewater: Unrestricted flow in sanitary sewers during average and peak conditions.

Solid Waste: Once weekly pick up of residential solid waste. Street sweeping as needed to meet NPDES requirements. Meet solid waste diversion goals of 25 percent by the year 1995 and 50 percent by year 2000.

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C. EDUCATIONAL FACILITIES

ISSUES

- Although the Saddleback Valley Unified School District anticipates continued increases in student population (see box to right), Laguna Hills' contribution to those increases will be less than in previous years, since nearly all vacant land within the City and its sphere of influence has been developed. As the population ages, slight drops in student generation may also occur for a short time, as has occurred in other, older cities in Orange County. The potential exists, however, that schools within the General Plan study area could be impacted by growth in adjacent communities.

If development outside the General Plan study area outpaces the ability to build local schools, Laguna Hills residents could

see their neighborhood schools overcrowded as a result. If schools in neighboring communities can be built ahead of the projected need, Laguna Hills students could be bussed to schools outside the General Plan study area in order to balance school capacity throughout the district.

Projected Student Enrollment 1992-93
through 1995-96

School Year	District Enrollment	Student Increase
1992-93	27,079	
1993-94	27,555	476
1994-95	27,973	418
1995-96	28,613	640

Source: General Plan Community Profile, 1993, Saddleback Valley Unified School District, 1992.

- Although the City of Laguna Hills and the surrounding cities are largely built out, there has been a steady climb in the number of new students over the past few years within the district. This can be attributed to new residential development occurring in the unincorporated areas of the County. Many of the new master planned communities, such as Foothill Ranch and Lake Dove Canyon, will impact the district as buildout of these developments occur. Although the school district has been able to accommodate this increase through the use of portable classrooms, future increases in enrollment may place additional strain on the school facilities and services.
- It is generally possible to exceed a school's permanent or design capacity by 25 percent through the use of portable classrooms, before facility constraints significantly impinge upon the educational program. At any point above the permanent capacity, however, problems may occur. Capacity limitations may stem from lack of additional facilities and areas other than classrooms, such as restrooms, site acreage, lockers at junior and senior high schools, available parking for staff, lunch and eating areas, etc. Because portable trailers expand classroom capacity without adding restroom capacity and other facilities affecting school capacity, some schools in the District have reached or will soon reach their capacity.
- Nearly all schools within the General Plan study area are operating at or above 90 percent of existing capacity, with San Joaquin Elementary operating at 105 percent of capacity (see Education Facilities section of the General Plan Master EIR for additional information regarding existing school capacities).

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- The Saddleback Valley Unified School District has plans for an additional elementary school, located in the southern portion of the General Plan study area in Nellie Gail at the northeast corner of Mustang and Red Corral Drive. This 20-acre site, which is currently owned by the district, is planned to be developed into a 10-acre elementary school site within the next three to five years. Although information on the specific design and capacity of this school was not available from the district, representatives of the school district indicate that the remaining 10-acre parcel will be sold for development at a later date.
- School sites within the General Plan study area have few site constraints, and can take full advantage of open field areas. This fact may allow for opportunities to establish recreationally-oriented joint use facilities with the City.
- Currently, the City of Laguna Hills and the Saddleback Valley Unified School District have no formal agreements for the joint use of school facilities. The amount of public involvement in local school activities appears to be high in the community. When asked "What characteristics make Laguna Hills a desirable community to live in," targeted interview respondents indicated that the quality of the local schools and local community support were deciding factors in choosing to live in the community. In support of this fact, the City has proposed and budgeted funds for the development of a new Little League Field at Valencia Elementary School, along with including the school district in City task force activities.

GOAL

Cooperative school/public facility planning, which will ensure provision of adequate school facilities and quality educational programs in a manner consistent with the goals and strategies of the General Plan with respect to recreational and social joint use programs and the creation of an overall sense of community.

GENERAL PLAN APPROACH

Expanding the Role of Neighborhood Schools

The City of Laguna Hills desires to maintain the communities' focus on education of its youth by promoting a neighborhood school concept that is supported by the development of combination school, park, and community facilities.

Although the provision of school facilities is the responsibility of the local school district, the City will assist by working with the School District to develop, where appropriate, community joint use facilities in order to minimize costs and to maximize utilization of existing school campuses. Using this concept, each school not only serves the weekday student needs, but also encourages the use of school facilities for other local neighborhood and community activities (see box).

Mitigation Standard:

Maintain a neighborhood school concept that provides capacity to meet projected enrollment.

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In addition, the City will promote education as a community priority. Laguna Hills will be active in supporting the establishment of curriculum designed to make students more aware of their City, how it functions, and what students can do to make a positive impact on the community.

STRATEGIES

**Expanding the Role of
Neighborhood Schools**

- C.1. Work with the Saddleback Valley Unified School District to maintain effective lines of communication between the City and the School District in order to resolve school planning and financing issues, and to meet the performance objective identified in the General Plan.
- C.2. Coordinate closely with the Saddleback Unified School District on an ongoing basis to resolve issues such as expanding the joint use of facilities and the use of vacant or underutilized school sites.
- C.3. Support the development of educational curriculum designed to enhance student's awareness of their community.
- C.4. Work with the Saddleback Valley Unified School District in an effort to establish a multi-use neighborhood school concept identified in the General Plan.

Multi-use Neighborhood School Concept

Daytime activities would focus on education. Senior and parent volunteers could assist in the library, cafeteria, administration, etc. These volunteers also could provide day care, or after school "latchkey" care for students.

After school activities would focus on recreation related activities, using school field areas and gym facilities.

Multipurpose and selected classrooms would also be available in the evening hours for adult education, educational and business seminars, club meetings, crafts, and social events.

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D. PARKS AND RECREATION

ISSUES

- As one of the major issues raised during the City's effort to incorporate, the control over the size, location, and maintenance of local parks has been an ongoing issue of concern. In an effort to address the need for additional recreation facilities, a Master Plan of Parks and Recreation was completed in July, 1993.
- A service area study prepared as part of the Master Plan of Parks and Recreation determined that parkland is well distributed throughout the City, providing parks within a one-half mile of the great majority of residents. Survey research, however, indicates that many residents do not think that the parks are conveniently located, and that a centralized community park with major recreation facilities and easy access via trails and streets would be a valuable addition to the existing park system.
- Now that the City has reached out to the community in order to gain an understanding of the recreation needs in Laguna Hills, a prioritized list of future recreation facilities and programs for the City of Laguna Hills has been developed. The top priorities resulting from the composite needs assessment study are:

Community center (recreation, teen center, cultural arts, meetings);

Passive green space;

Senior facilities and programs;

Teen and youth facilities and programs;

Picnic facilities, including picnic tables, barbecues, and picnic shelters;

Bike and jogging paths;

Softball and baseball fields;

Soccer and football fields; and

Outdoor basketball courts;

- According to the needs analysis completed as part of the City's Master Plan, there is a need for a total of 167.33 acres of parkland in the General Plan study area. The Master Plan also indicates that, upon development of all available parkland (including the use of selected school play areas, and both undeveloped parkland along with sites that have been irrevocably offered to the City for dedication), the standard in the Master Plan of 6 acres of parkland for every 1,000 residents will be exceeded, resulting in a 61.62 acre surplus (see Table IV-2).
- The Master Plan of Parks and Recreation also established future needs based on a conceptual model called the "Community Concept." The Community Concept looked at physical and visual opportunities and constraints in the City. The Goals, Objectives, and Policies identify steps and principles guiding the development of the ideal park system for Laguna Hills. When this model is compared to existing conditions in the City, several elements can be identified as needed.

A centrally located community park with a community center is essential for creating a focal point for recreation activities and for defining a civic "heart" of the City. The community park

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should include a variety of major recreation facilities that serve the recreation needs of the residents.

Recreation facilities at neighborhood parks should be varied from park to park so that a wide variety of recreation opportunities is available to every resident. Each neighborhood park can have a unique "theme" consistent with the adjacent neighborhood. This theme can be carried out through signage, playground equipment, lighting fixtures, furniture elements, and plant material.

Table IV-2
Parkland Availability and Needs Assessment

	City (in acres)	Sphere of Influence (in acres)
Laguna Hills		
Parks-developed	29.87	15.47
Parks-undeveloped	10.30	--
Schools (45.64 ac @ 50% credit) ¹	22.82	3.50
Open Space (68.67 ac @ 100% credit) ²	68.67	34.80
Open Space (107.26 ac @ 25% credit) ³	26.82	--
Subtotal	158.48	53.77
Acres required @ 6 ac./1,000	137.63	29.70
Surplus	20.85	--
Irrevocable Offers of Dedication	16.70	--
Total Surplus	37.55	24.07

Source: Laguna Hills Master Plan of Parks and Recreation, Spring 1993.

¹ Recreation acreage at school sites is given 50 percent credit because recreation facilities at school sites are not available to the general population during school hours.

² Flat open space areas most suitable for recreation, such as the wide parkways along La Paz, open space adjacent to Alicia Parkway, along with the open space at Veeh Reservoir next to Lake Hills Community Church, are figured at 100 percent credit.

³ Open Space parcels that primarily exceed 5 percent slope are figured at 25 percent credit.

The existing trail system should be expanded and improved to provide safe and accessible connections to all City recreation sites, all schools and nearby regional recreation facilities.

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Parkway and median plantings along major streets should be improved to enhance the community image and identity of Laguna Hills.

Consistent planting and signage should be added at key entry points into the City to create a strong community image and identity for Laguna Hills.

GOAL

A system of active and passive park, recreation, and open space lands of sufficient size and in the appropriate locations to serve the needs of Laguna Hills residents of all ages.

Mitigation Standard:

6 acres of active and passive parkland per 1,000 residents.

GENERAL PLAN APPROACH

Master Plan of Parks and Recreation

The City of Laguna Hills' approach to parks and recreation planning is embodied in the Master Plan of Parks and Recreation. The data, analysis and conclusions of the Master Plan have been included in the General Plan by reference and, where appropriate, portions of the Master Plan have been included in the General Plan for consistency (see box at lower right). Figure IV-2 depicts the Master Plan of Trails described in the Park and Recreation Master Plan. The City of Laguna Hills will use the concepts outlined in the Parks and Recreation Master Plan as the primary focus in the development of a comprehensive park and recreation system for the City.

The Park and Recreation Master Plan uses a conceptual model to guide future park and recreation development. The Community Concept is an idealized model based on the needs identified during the first phase of the Master Plan process. Much like the community concept used to describe the overall land use vision within the General Plan study area, the Community Concept (see box below) outlines the general approach the City will take in the creation of its park and recreation structure, emphasizing "the importance of the Laguna Hills Parks and Recreation Department not only as a provider of recreation opportunities in the City, but also as a critical component in the creation of a community identity for the City of Laguna Hills."¹

Relationship of Master Plan of Parks and Recreation and the General Plan

Master Plan of Parks and Recreation	General Plan
Data Collection: Existing Facilities Demands and Trends Needs Assessment	Community Profile: Existing Profile Past Trends Projected Trends Issue Identification Program Options
Master Plan Guidelines: Community Concept Goals, Objectives, and Policies	General Plan: Goal Approach Strategies
Master Plan Proposals: Proposed Improvements Trails Programs Implementation	General Plan Implementation and Monitoring Programs

¹ City of Laguna Hills Park and Recreation Master Plan, 1993.

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*Parks and Recreation Master Plan
Community Concept*

The Community Concept consists of five components including: Major Activity Centers; Parks and Open Space; Trail Network; Streetscapes; and City Gateways.

***Major Activity Centers:** The two Major Activity Centers, the Laguna Hills Mall and Laguna Hills High School, strongly contribute to Laguna Hills' community identity. The high school and proposed community park are centrally located within Laguna Hills and will provide a focal point for recreation facilities and programs in the City.*

***Parks and Open Space:** The proposed community park with a community center building will be the heart of the Parks and Open Space system. The community park could include major recreation facilities, such as ball fields and a swimming pool, and will serve the entire City. Smaller scale parks, neighborhood parks, are located throughout the City and provide convenient recreation opportunities for all residents. Neighborhood parks typically include playgrounds, picnic facilities, and multi-purpose fields. The open space areas of the City, including Aliso Creek and the wide parkways at La Paz Road, provide additional recreation opportunities.*

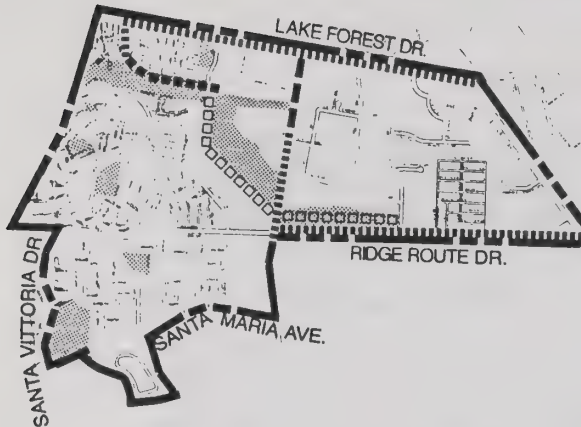
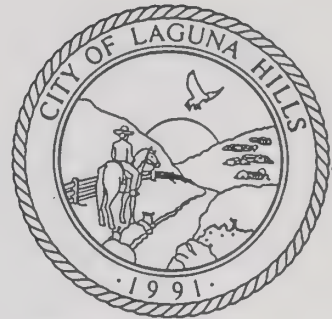
***Trail Network:** The proposed Trail Network links all of the City's recreation sites, providing the key element that creates a "park system." This network is crucial for linking residents to a wider variety of recreation facilities beyond their local neighborhood park. A major on-street and off-street bike, equestrian, and pedestrian system provides access to the Major Activity Centers. A secondary trail system provides access to those neighborhood parks not located along the major trails. Trail heads at the intersection of Paseo de Valencia and Cabot Road, and La Paz Road and Moulton Parkway, create focal staging areas for trail activities. The Trail Network also ties into trails in adjacent cities, providing an opportunity to explore destinations outside of Laguna Hills, such as the regional parks.*

***Streetscapes:** In conjunction with the Major Activity Centers, parks, and open space, the Streetscapes are an important aspect of the Laguna Hills' community identity. A proposed Urban Spine along Paseo de Valencia, connecting the two Major Activity Centers, may be reinforced by the planting of colorful accent canopy trees in the parkways and medians. This treatment of the major east/west arterial in Laguna Hills should contrast with the predominance of Eucalyptus trees along the north/south corridors in the City. The Residential Spine of Paseo de Valencia will connect the proposed community park to the Trail Head at Cabot Road, and will collect trail traffic from the major north/south trails in the area. This spine can be defined by broad canopy trees in the parkways and medians.*

***City Gateways:** The City Gateways can also contribute to the City's image. The gateways introduce residents and visitors to the character of Laguna Hills by locating signage and specialty planting at key locations in the City. The Regional Gateways, at opposite ends of the City, could be located at Paseo de Valencia and the northern boundary of the City and at Cabot Road and the southern boundary of the City. Community Gateways can be located at entry points into the City along all major arterials. A third type of gateway, located at the intersection of Paseo de Valencia and Alicia Parkway, emphasizes the importance of this central point within the City.*

CITY OF LAGUNA HILLS

GENERAL PLAN



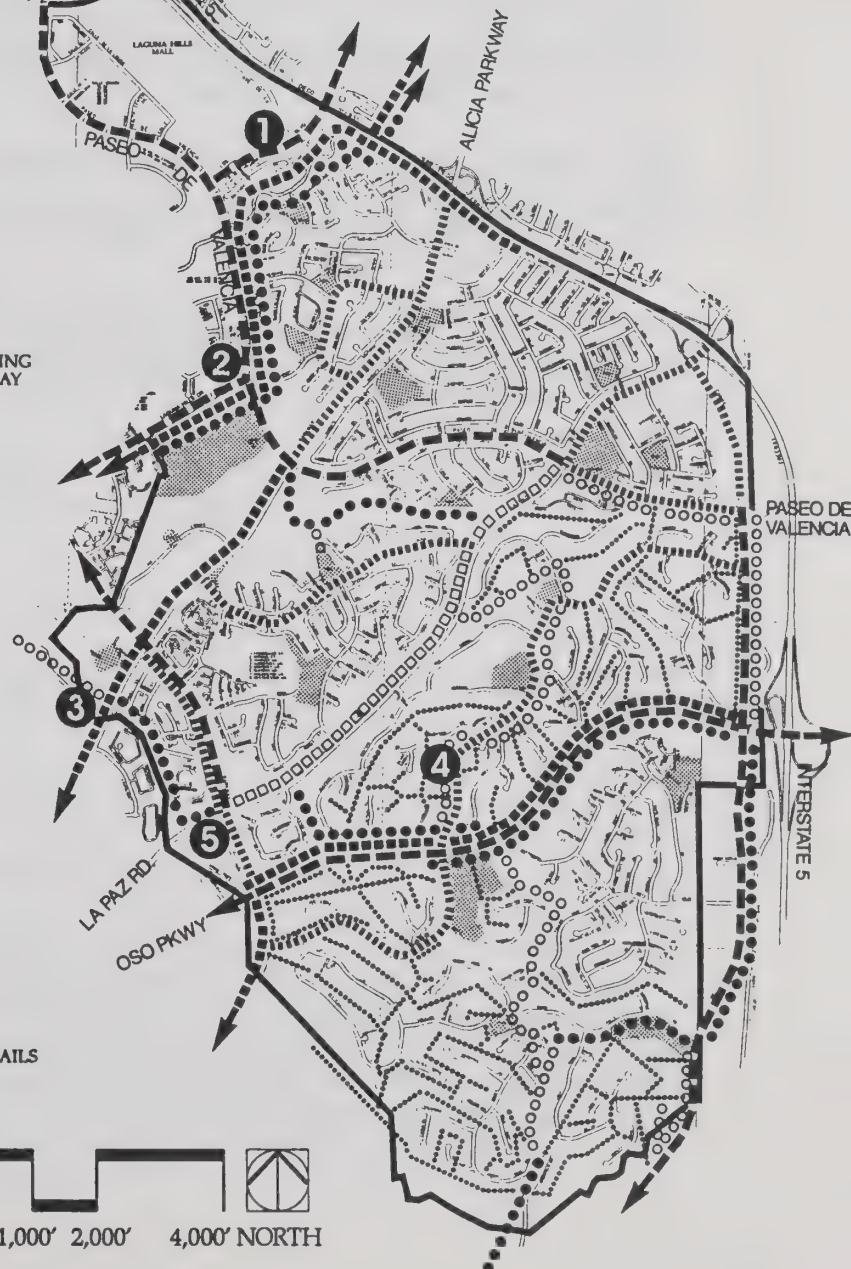
MASTER PLAN OF TRAILS

FIGURE: IV-2

LEGEND:

- 1** IMPROVE TRAIL FROM THE I-5 FREEWAY TO PASEO DE VALENCIA
- 2** INSTALL SIGNAGE AND PUSHBUTTONS AT THE CROSSING OF PASEO DE VALENCIA
- 3** IMPROVE DRAINAGE AND PROVIDE LIGHTING AT UNDERCROSSING OF MOULTON PARKWAY
- 4** CLASS III BIKE TRAIL (SIGNAGE ONLY)
- 5** INSTALL RAISED PUSHBUTTONS AT THE INTERSECTION OF ALICIA AND LOMAS LAGUNA STREET
- PARK AND RECREATION FACILITIES
- EXISTING OFF-STREET BIKE TRAIL
- PROPOSED MULTI-USE TRAIL (HIKING, BIKING, RIDING)
- EXISTING RIDING AND HIKING TRAIL
- PROPOSED RIDING AND HIKING TRAIL
- EXISTING ON-STREET BIKE TRAIL
- PROPOSED ON-STREET BIKE TRAIL
- EXISTING PRIVATE HIKING AND RIDING TRAILS

SOURCE: MASTER PLAN OF PARKS AND RECREATION, 1993.



June 28, 1994

GENERAL PLAN

STRATEGIES

Master Plan of Parks and Recreation

- D.1. Provide local park facilities and recreation areas that are appropriate for the individual neighborhoods and communities in which they are located, reflect the needs and interests of the population they serve, and meet the performance objective identified in the General Plan.
- D.2. Develop a network of trails that provides safe access to the recreation and commercial sites in the City.
- D.3. Develop a centrally located community center in the City.
- D.4. Develop an ongoing planning program to adequately address the City's parks, recreation, and open space needs in the future.
- D.5. Improve the quality of life through the creative and constructive use of leisure time.
- D.6. Strengthen community life by improving and enriching democratic values and increasing participation in civic activities.
- D.7. Use major community entries and arterial streets to enhance the City's overall beauty including the quality of landscaping and landscape maintenance within the public right-of-way.

GENERAL PLAN

E. FIRE PREVENTION AND SUPPRESSION

ISSUES

- The incorporation of the City of Laguna Hills had little effect on the provision of fire services, since existing Orange County Fire Department facilities had previously served all parts of the General Plan study area. After incorporation, sixty-five percent of those residents who responded to the General Plan Issues Assessment Survey indicated that public services had not changed since the City incorporated, and thirty-one percent felt that services had improved.
- It is unlikely that fire services now being provided by the Orange County Fire Department will change significantly in the short-term future. Changes in the local control of fire service management within the General Plan study area are more likely. The City is participating with 16 other Orange County cities and the County of Orange to create a new Fire Protection District that would provide the participating cities with a majority voice in the management and operation of fire and paramedic services by the District.
- The Orange County Fire Department has identified five primary fire hazard target areas, all generally located in the northern portion of the City. They include the Laguna Hills Mall, Saddleback Valley Hospital, Villa Valencia, the Taj Majal Building, and the Home Savings and Loan Building.
- Currently, the Orange County Fire Department cannot identify any significant problems or issues with fire service in Laguna Hills, with the exception of Moulton and El Toro corridor traffic during peak hours, which could slow emergency fire response. There are no areas within the City that present a significant fire threat due to the use of large amounts of hazardous and/or flammable materials; addresses in the City are generally well posted; and water pressure, staffing, equipment and response times are all adequate.

GOAL

Provide adequate protection to life, property, and the natural environment from the potential disastrous effects of structural and wildland fires.

GENERAL PLAN APPROACH

Balancing Fire Prevention and Suppression

Laguna Hills' approach to community fire safety is that fire *prevention* be emphasized at least on an equal basis with fire *suppression*. The net result of this emphasis will be a safer community and a reduction in the cost of providing fire protection services within Laguna Hills. Thus, implementation programs have been included in the General Plan to reduce the potential for structural and wildland fires. These programs focus on community education, as well as fire-safe landscaping and brush clearing within hillside residential areas. In addition, new development will also be required to be designed in such a manner as to reduce the potential for and the severity of fires.

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To assist in reducing the likelihood of a disastrous fire, the City will continue to maintain existing mutual aid agreements with surrounding jurisdictions to ensure the ability to rapidly deploy sufficient personnel to gain control of and extinguish open land and hillside fires.

In an effort to streamline services and reduce contract service fees, the City will participate in ongoing discussions with the Orange County Fire Department regarding the establishment of a fire protection district. The City will also work with the County Fire

Department as part of the development review process to ensure that new development that is permitted within the City is within the County's ability to provide fire protection service consistent with the performance objectives contained in the General Plan. The City will also coordinate the needs of five agencies with transportation planning efforts to ensure that planned road improvements and unmitigable traffic congestion does not impact the provision of the fire services.

Mitigation Standards:

Fire Suppression (first unit): Engine and crew (3 personnel) within 5 minutes in 90 percent of incidents.

Fire Suppression (all necessary resources): Arrival of all units within 10 minutes in 90 percent of incidents.

Emergency Medical Service (basic life support): Arrival of fire company within 5 minutes at 90 percent of incidents.

Emergency Medical Service (advanced life support): Arrival of advanced life support within 10 minutes at 90 percent of incidents.

STRATEGIES

Balancing Fire Prevention and Suppression

- E.1. Maintain mutual aid agreements and communication links with County, State, and federal agencies and with other municipalities participating in emergency operations planning.
- E.2. Continue local efforts and support County, State, and federal fire education programs that instruct elementary and secondary students about fire hazards and prevention.
- E.3. Involve fire suppression personnel in the development review process by referring development requests to the County Fire Department for review and comment.
- E.4. Integrate new technologies and fire prevention concepts into the design and construction of new, remodeled or replaced development.
- E.5. Participate in discussions with the County and other participating municipalities regarding the establishment of an area fire district.
- E.6. Work with local water purveyors, County Flood Control, and the County Fire Department to ensure that there is an adequate amount of water in existing water tanks and reservoirs to sustain local emergency fire fighting capabilities.

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F. POLICE SERVICES AND CRIME PREVENTION

ISSUES

- After incorporation, the City of Laguna Hills was able to provide community policing as part of contractual agreements with the Orange County Sheriff's Department. Because the City now has dedicated patrol units, police "visibility" is much more apparent to City residents; 44 percent of the deputies' time can be spent on providing a proactive police presence, which is considered "very good." Enhanced police presence has already had an effect on residents in the community as demonstrated in the General Plan Issues Assessment survey, in which 31 percent of the respondents indicated that public services had improved after incorporation.
- Since dedicated police patrols have been in effect for a short period of time, there are no long term performance records that would indicate a reduction in local criminal activity. Therefore, the potential for an increase in the local crime rate is projected to continue to rise, albeit a slower rate, than the societal increase within the County.
- As a contract agency, the Orange County Sheriff's Department is able to offer a vast array of police and investigative services to the City of Laguna Hills at a predictable cost. The City, therefore, can provide an enhanced level of localized police protection and services while not incurring personnel administration, training, and equipment maintenance costs typically associated with an "in-house" police department.

GOAL

Minimize the risk of crime and provide residents and businesses with a secure environment.

GENERAL PLAN APPROACH

Police Services and Crime Prevention

It is Laguna Hills's vision that crime *prevention* be emphasized at least on an equal basis with *law enforcement*. The net result of this emphasis will be a safer community and a reduction in the cost of providing police protection services within Laguna Hills. Thus, performance standards included in the General Plan have been designed to minimize emergency response times, optimize preventative patrol time, and reduce the potential for crimes of opportunity through implementation of appropriate "defensible space" concepts.

Mitigation Standard:

A five (5) minute average response time for emergency calls. Provision of preventative patrol time at a rate of between 40 percent and 50 percent of an officer's workday.

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To assist in reducing the likelihood of criminal activity, the City will continue working with the Orange County Sheriff's Department to maintain police "visibility," crime prevention, drug abuse and community outreach programs such as "Drug Abuse Is Life Abuse," "Adopt an Officer," "Neighborhood Watch," Peace Officer Standards & Training "POST" Crime Prevention programs," as well as coordination with the South Orange County Gang Task Force. The City will also involve the County Sheriff's Department in the development review process to ensure that new development that is permitted within the City increases surveillance potential, and is consistent with the ability of the Sheriff's Department to provide police protection service consistent with the performance objectives defined in the General Plan. The City of Laguna Hills will also coordinate the needs of police services with transportation planning efforts to ensure that City road improvements and unmitigable traffic congestion does not severely impact police services.

STRATEGIES

Police Services and Crime Prevention

- F.1. Maintain mutual aid agreements and communication links with County, State, Federal agencies and with other municipalities participating in emergency operations planning.
- F.2. Continue local efforts and support County, State, and federal education programs that serve to instruct elementary and secondary students about crime and drug prevention.
- F.3. Involve Sheriff personnel in the development review process by referring development requests to the Orange County Sheriff's Department for review and comment.
- F.4. Integrate crime prevention concepts into the design, and construction of new development.
- F.5. Encourage the continual research and use of new and innovative crime prevention programs that will involve resident and business interests and provide a greater degree of public safety to the City.

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G. EMERGENCY SERVICES AND FACILITIES

ISSUES

- As required by State law, the County of Orange has adopted an Emergency Plan to deal with large-scale disasters, such as earthquakes. The City of Laguna Hills currently participates in the County's Emergency Plan, pending the adoption of the City of Laguna Hills' Emergency Plan, which is currently under preparation.
- Prior to incorporation, the County was responsible for the provision of emergency services and facilities within the General Plan study area. Since the City is either contracting for County services or participating in County programs until emergency plans can be adopted, the level of service for the General Plan study area has not changed dramatically.
- Once adopted, the City of Laguna Hills Emergency Plan will outline the local responsibility of the City in the event of a major disaster. Because Laguna Hills currently contracts with the Orange County Fire Department and Orange County Sheriff's Department, response and mutual aid services should not substantially change in the next several years.
- In the event of an emergency, the Orange County Emergency Operations Plan has designated potential evacuation routes. Major evacuation routes within South Orange County include Interstate 5 and 405, and numerous local arterials. This list is not intended to be comprehensive, and specific evacuation routes would be designated during an emergency, since earthquakes, floods, fires, or other disasters make certain routes impassible.

GOAL

Maintain a system of emergency services and disaster response preparedness that will save lives, protect property, and facilitate recovery with a minimum of social disruption following minor emergencies, as well as after major catastrophic events.

GENERAL PLAN APPROACH

Responding to Emergencies

The City will develop and maintain an up-to-date Emergency Operations Plan to detail Laguna Hills' planned response to emergency situations (see also Chapter VI *Environmental Hazards* for additional information regarding potential environmental hazards, and infrastructure requirements). In addition, mutual aid agreements with regional agencies

will be maintained to ensure the City's ability to receive assistance when demands for emergency services are greater than the City's available resources.

Mitigation Standard:

Maintain an up-to-date Emergency Operations Plan that details all City actions and responsibilities regarding emergency response and recovery from potential catastrophic events.

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The City of Laguna Hills will also coordinate the needs of emergency service agencies with transportation planning efforts to ensure that planned road improvements and unmitigable traffic congestion do not severely impact the provision of emergency services.

STRATEGIES

Responding to Emergencies

- G.1. Coordinate expeditiously with the County of Orange, adjacent municipalities, the Federal Emergency Management Agency, and the Office of Emergency Services in reducing the risk in the event of an emergency, through the adoption and implementation of a City Emergency Operations Plan.
- G.2. Provide community awareness information to citizens describing evacuation routes and procedures to be followed in the event of an emergency.

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H. GENERAL CITY SERVICES AND FACILITIES

When advantageous to its efficient operation, the City of Laguna Hills will determine a specific location for a permanent Civic Center. It is anticipated that such a use would be located near the Urban Village area, taking advantage of other prominent uses in the area.

ISSUES

- Upon incorporation, the City of Laguna Hills established an administrative staff composed of 14 full-time employees. In an effort to keep overhead costs at a minimum, the balance of City services have been supplied using specific public and private contract services.
- Since growth in both population and housing has been limited in the last several years, the City has not appreciably expanded its administrative staff. City administrative facilities are currently adequate to meet the needs of the anticipated population. It has been suggested, however, that the City should take advantage of open space areas in the City to expand the facilities that service the residential portion of the community.
- Prior to the City's incorporation, residents used County facilities for community service needs. Unfortunately, the City did not inherit any buildings from the County that could be used for community purposes and, since one of the major themes in the community during and after incorporation involved the desire to have local control over community facilities, continuing to use County facilities is not a desirable option for the provision of community facilities.
- Currently, library services for the City are provided by the Orange County Library system. There are no branch library facilities in the City and, due to County budget cuts and the relative distance of other County facilities, none are planned to be built within the City or its sphere of influence. The City Council has determined that the establishment of a City library is an important goal for the City, and has included the development of a City library somewhere in the City in the current capital improvement program.

GOAL

Adequate City administrative, community, and social service facilities to carry out City of Laguna Hills general services.

GENERAL PLAN APPROACH

Providing Efficient
Public Administration

In keeping with the City's desire to maintain fiscal responsibility while developing the City administrative structure needed to be responsive to local concerns, the City will continue to take a step by step approach in the expansion of City

The establishment of a Civic Center is also discussed in the Land Use Element of the Community Development Chapter.

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administrative services. The key concept is to maintain key City services at current levels while making improvements when financially prudent so as to not overburden the City budget. The City will continue to use contract administrative services for a majority of City positions as long as the benefit of such services can be demonstrated over the associated cost of supporting permanent City staff. Where permanent City positions are necessary, the City will take great care in ensuring that the City administration grows at a pace that can be matched to an increased level of service to residents and businesses in the community.

**Establishing Community, Social
and Library Services**

As a new City, Laguna Hills was left without the benefit of locally established community services on which to establish City services. The City, therefore, will seek agreements with local and regional public and private agencies involved in the provision of cultural and social services in

The use of the existing open space throughout the City for the development of community facilities is discussed in the Open Space Element of the Environmental Resources Chapter.

order to leverage funds and to pursue development of joint use facilities where they would be of most benefit to the community (such as is now being accomplished with the joint use of schoolgrounds for recreation purposes). The development of new community buildings will integrate a multi-use community facilities concept in order to take advantage of limited land resources in the City. The development of a local City library will be the first project to demonstrate such a concept and will include community meeting rooms and public open spaces for use during special City events. To offset the costs of operating community buildings, the City will consider making certain areas available for private functions and events.

STRATEGIES

Providing Efficient Public Administration

- H.1. Continue to use contract services for the provision of City administrative support and general City services, as long as such agreements provide a benefit over the cost of permanent City staff.
- H.2. Expand City administration only where necessary to keep up with growing demands or where it can be demonstrated that such an increase will be associated with an increased level of public service.

Establishing Community, Social, and Library Services

- H.3. Develop a master plan of community facilities that outlines the phasing and development of community facilities for the next 20 years. Include the use of interim and temporary locations such as existing vacant office and retail commercial locations as part of the plan.

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- H.4. Pursue the development of a Civic Center, which includes a multi-use community center.
- H.5. Work with the County of Orange and other public and private agencies to establish the joint development of cultural facilities of regional significance.
- H.6. Plan for the development of a City library, which provides a range of community library services and focuses on supporting local education.

V. ENVIRONMENTAL RESOURCES

V. ENVIRONMENTAL RESOURCES

The availability of a clean and well-managed environment is an important factor in people's decisions as to where to live. Laguna Hills' environment, along with the area's small town character also provided a strong attraction. As development of Laguna Hills approaches buildout, the role of environmental management will change from an emphasis on balancing the need to preserve significant environmental features and the benefits of growth and development to the need to wisely manage the ongoing use of resources.

Many of the environmental issues that Laguna Hills will face are not unique to the community. Air quality and the long-term availability of water to sustain regional population and employment growth are issues that individual communities cannot resolve on their own. The primary responsibility for managing regional air quality and water supply lies with the State and regional agencies. However, local agencies, such as the City of Laguna Hills, do have a responsibility for local actions that can assist these agencies in appropriately managing environmental resources.

A. OPEN SPACE

ISSUES

- Due to the inherent shortage of vacant land in the General Plan study area, the City has only a limited opportunity to provide large active park and recreation facilities within the General Plan study area. Analysis of the City's current inventory of open space lands indicates several parcels that have possible park development potential. Although many of these sites can be developed, individual site constraints may limit their use or force the City to decide between competing recreation and environmental benefits. A detailed analysis of potential development opportunities and constraints is outlined in Chapter IV "*Environmental Analysis*," of the General Plan Master EIR.
- According to the open lands inventory included in the General Plan Master EIR Appendix, several open space areas in the City where current maintenance and liability responsibilities are not well established have been identified. Unless the responsibility for maintaining these areas is defined, ensuring that such open space areas are properly maintained will be difficult. In addition, it is important that the City have an accurate inventory of lands dedicated for permanent open space purposes as part of previous development approvals to ensure that such areas are protected from future development.
- The responsibility, design, and maintenance of both natural and landscaped open areas throughout the City have been raised by residents in the community as a prominent issue in need of attention. Upon incorporation, residents have begun to realize that, as the City develops its community image and identity, the control, design, and physical maintenance of public open space becomes an important factor in regard to overall image and character of the community. Since landscaped open space areas, such as hillsides adjacent to the City arterial street system, are spread throughout the City and have been subject to different standards of design and maintenance, the general look of open space areas in the City is disjointed.

CITY OF LAGUNA HILLS

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GOAL

Maintain an open space system that will conserve remaining natural resources, preserve scenic beauty, promote a healthful atmosphere, provide for outdoor recreation, and protect the public health and safety.

GENERAL PLAN APPROACH

The Role of Open Space

Open space within the General Plan study area is a key component of the City's character. Open space areas have been used in the past as a regulator of density and environmental resources in the community. The remaining hillsides, unimproved open space, and natural drainage areas add to the appeal of the community and visually separate Laguna Hills from surrounding communities. Active open space, such as developed parks, also plays an important role in the land use make-up of the City by offering residents of the community an opportunity to enjoy the direct benefits of the City's open space environment. As the City evolves, choices will need to be made concerning the balance between the need for recreation and community facilities and the preservation of existing open space areas. It is Laguna Hills' intent to consider the effect of potential competing objectives regarding the use of open space in the community.

Because the City views its open space areas as limited resources that help to create the suburban character of the community, open space issues are related to other elements of the General Plan. Thus, a single approach for the ultimate use of open space in the City is inappropriate. The following Table provides workable options for the ultimate use of open space throughout the community. In an effort to balance each option, the Table also indicates the applicable location in the General Plan where other policies may need to be consulted in order to provide the full range of mitigation for an open space area's ultimate use.

Table V-1
Open Space Management Options

Open Space Purpose	General Plan Approach Options	Location of Applicable General Plan Policy(s)
Protection of Significant Environmental Resources	The General Plan study area includes several areas that have been identified as biologically sensitive (see Figure V-1). Protection of these areas will occur through requirements for site-specific biological studies and the application of site specific mitigation that may include on-site preservation and the provision of buffer areas. The City has adopted a "no-net-loss" concept for wetlands conservation, and may require the replacement of disrupted sensitive areas.	The General Plan Approach and specific strategies for the protection of sensitive biological resources are included in the Biological Resources Element.

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Table V-1
Open Space Management Options

Open Space Purpose	General Plan Approach Options	Location of Applicable General Plan Policy(s)
Public Health and Safety	Open space lands for public health and safety encompass lands whose active use would create significant hazards. Within the Laguna Hills General Plan study area, the following open space lands for public health and safety have been established: ■ Steep natural hillsides; ■ Natural canyons and watershed areas; ■ Manufactured slopes; ■ Flood control channels and facilities; and ■ El Toro MCAS Aircraft Hazard zones. Land uses in the areas described above are restricted to the particular public safety purpose for which they were designed. Potential uses would need to demonstrate an overriding need over and above the public safety function. Despite the best efforts of engineering geologists soil engineers, and civil engineers, man-made slopes within the General Plan study area could, if not properly maintained, be subject to failure. Thus, specific criteria were formulated and included in the General Plan to provide a margin of safety and protection against slope failure.	The General Plan Approach and specific strategies for the management of public health and safety hazards are provided in the Geology and Seismicity, and Stormwater Management and Flooding Elements.
Managed Production of Resources	Open space for the managed production of resources typically include areas reserved for mineral extraction or agricultural production. No areas within the General Plan study area that have been determined either to contain significant mineral resources or to be appropriate for mineral extraction if significant resources are found at some future date. In addition, due to the built out nature of the community, agricultural resources within the City are not applicable.	The General Plan Approach and specific strategies for the managed production of resources are provided in the Mineral Resources Elements.
Public Utility Corridors	There are a number of public utility corridors located within the Laguna Hills General Plan study area, including a Southern California Edison transmission easement and Orange County Flood Control facilities. These corridors provide opportunities not only for the operation of the entity owning the right-of-way but also for the establishment of local trail system links throughout the City, and limited water oriented recreation. The City will encourage these areas be used to establish multi-use utility and recreation corridors to broaden the range of public and private use of such rights-of-way.	The General Plan Approach and specific strategies for recreation and the multiple use of utility corridors is included in the Park and Recreation and Infrastructure Elements.

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Table V-1
Open Space Management Options

Open Space Purpose	General Plan Approach Options	Location of Applicable General Plan Policy(s)
Landscape Corridors	Prior to the City's incorporation, Orange County designated several arterial streets within the study area as scenic highways as part of the Master Plan of Scenic Highways. According to the County's Master Plan of Scenic Highways, a "landscape Corridor" is defined as follows: ■ "A landscape corridor traverses developed or developing areas and has been designated for special treatment to provide a pleasant driving environment as well as community enhancement. Development within the corridor should serve to complement the scenic highway." Designated corridors exist along five arterial streets in the southern portion of the study area. These streets include El Toro Road, Alicia Parkway from Paseo de Valencia south to the City limits; La Paz Road from Paseo de Valencia south to the City limits; Oso Parkway throughout the City; and Moulton Parkway where it traverses through the City and its sphere of influence. The development of these roadways included standards for increased landscape and view easements that could accommodate highway beautification areas, paved pedestrian or bike trails, or equestrian trails. (see General Plan Master EIR). It is the City's intent to use these designated corridors as the basis for the development and implementation of the Park and Recreation Master Plan and City Image Enhancement programs.	The General Plan Approach and specific strategies for the development of recreational and image enhancement corridors is included in the Park and Recreation and Land Use Elements.
Outdoor Recreation Areas	Lands for outdoor recreation are an important part of Laguna Hills' open space inventory. Such lands include developed park land, future park sites, and parcels offered to the City by irrevocable offer of dedication. The primary concept for such areas is for the development of active and passive park sites to create a system of parks and trails for use by adjacent neighborhoods and the larger community. In addition, the City plans to work with the Saddleback Unified School District to improve the recreational opportunities within existing schools throughout the community.	The General Plan Approach and specific strategies for recreational needs and park development is included in the Parks and Recreation Element.

Source: City of Laguna Hills, 1993

Establishing Open Space Responsibility and Liability

Although the role of open space within the General Plan study area can be defined, the maintenance and liability of many existing open space parcels has yet to be clearly established. The City of Laguna Hills plans to use information collected as part of the General Plan program to establish a working data base of information regarding the dispensation of all parcels designated as open space within the General Plan study area in order to identify who holds the long-term responsibilities that will need to be enforced over time.

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STRATEGIES

The Role of Open Space

- A.1. Ensure the development of an integrated recreation oriented open space system by implementing the Master Plan of Parks and Recreation.
- A.2. Recognize Aliso Creek and Veeh Reservoir as important open space resources and coordinate with County Agencies to enhance their conservation value.

Establishing Open Space Responsibility and Liability

- A.3. Develop a clear understanding of the dispensation of open space through the establishment of a working database that provides detailed information regarding the acreage and ownership, along with maintenance and liability responsibility, of all open space lands within the General Plan study area.
- A.4. Using the information derived from the above strategy, develop an Open Space Management Plan that provides a detailed inventory of all open space lands in the General Plan study area; an analysis of the physical and environmental opportunities and constraints for the development of individual sites; and conceptual plans for their ultimate use along with a comprehensive implementation plan of development and conservation.

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B. AIR QUALITY

ISSUES

- The City of Laguna Hills is fortunate to be located in a portion of the South Coast Air Basin that currently has fewer current air quality problems than do many other Southern California communities. While the air pollution data summary indicates that the number of days that ozone and particulates (PM₁₀) exceed the Federal and State standards, the data is measured at the El Toro monitoring station. This station is located inland from the City, and is not necessarily 100 percent reflective of the climatic conditions specific to the Laguna Hills area, due to geographical and physical differences.
- The Laguna Hills area benefits significantly from on-shore ocean breezes, which disperse air pollutants, while also broadcasting cleaner air that has not yet been exposed to regional urban air pollution influences. Because of the prevailing wind patterns, the City generally has cleaner air than the more urbanized areas within Orange County. Nonetheless, while the majority of the time, the City of Laguna Hills is not adversely affected by poor air quality in other parts of Orange County, it is a upwind contributor towards the degradation of air quality in other portions of the air basin. Consequently, the City has an obligation, as well as a desire, to share in the improvement of area air quality.
- Although the City of Laguna Hills is committed to contributing to air quality improvements, the City is limited in the types of programs and policies that it can implement to achieve any substantial air quality benefits. Currently, the City is essentially built out, with limited opportunities to modify the existing land use pattern. Due to the I-5 Freeway, the proposed San Joaquin Hills Transportation Corridor and the Moulton Parkway "Smart Street," local arterials are particularly affected by traffic impacts that originate outside the City boundaries. Regardless of actions taken by the City to reduce the number of vehicle miles traveled locally, the City has limited ability to stem the flow of regional traffic expected to increase within the General Plan study area. Thus, the implementation of local transportation demand management strategies is likely to have less of a beneficial impact on regional air quality than other available improvement measures.

GOAL

Achievement of air quality that is conducive to good health and enjoyment of the area's climate for all citizens, and assistance in attaining Federal and State air quality standards within the region.

GENERAL PLAN APPROACH

Maintaining a Focus to Air Quality Improvement Measures

Air quality is a regional issue, and is not confined by jurisdictional boundaries. Much of what can be considered poor air quality is a result of activity well beyond the study area. Thus, the City of Laguna Hill's ability to make significant strides in improving the regional air quality through its own efforts is limited. Each local jurisdiction within the South Coast Air Basin, therefore, must address air quality by doing its part to reduce the regional emissions inventory.

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Although the City recognizes it has a role in the improvement of regional air quality, the City of Laguna Hills is interested in focusing on air quality improvement measures that, when implemented will produce a clear beneficial result. Some Transportation Demand Management strategies, for example, offer a less likely air quality benefit than a focus on maintaining efficiency on local roadways. Therefore, instead of simply adopting a list of items to be approved that *could* be implemented if feasible, the City of Laguna Hills desires to spell out those air quality improvement measures that *can and will* be implemented in concert with the other general plan goals and strategies. The concepts that will be used to address air quality issues are summarized below.

Transportation Systems Management

In contrast to Transportation Demand Management, which aims to reduce the amount of traffic on roadways, Transportation Systems Management refers to the broad range of concepts and strategies aimed at increasing the performance and carrying capacity of roadways. This transportation portion of the General Plan commits to several systems management programs to reduce traffic congestion. A secondary benefit of these programs will be a reduction of air pollutant emissions.

Traffic Flow Improvements

High priority will be given to efforts to improve the flow of traffic through signalized intersections, as this has proven to be among the most cost-effective means of reducing congestion, conserving energy, and reducing automobile emissions. Traffic flow improvement will also involve the widening and improvement of existing roadways and freeway ramps as outlined in the Transportation Element and on the General Plan Circulation map.

As part of roadway improvements, installation of traffic signals will be accomplished where traffic is sufficient to warrant signalization. In addition, either Automated Traffic Surveillance and Control or similar interconnected traffic signal systems or appropriate non-interconnected synchronization methods will be implemented where needed to achieve the roadway performance standards outlined in the Municipal Facilities and Services Element.

Site Design

The General Plan includes design guidelines related to enhancing the use of public transit and alternatives to the single occupant vehicle. As discussed in the Transportation Element, the objective of these guidelines is to make alternative transportation modes competitive with the private automobile by increasing their ease of use.

*Summary of Laguna Hills Approach
to Air Quality Management*

Seek to:

reduce the number of vehicles that contribute to congestion on the local and regional transportation network;

encourage development designs and construction practices that promote ridesharing and pedestrian and bicycle movement, and that minimizes pollutant emissions during construction;

promote residential and business energy conservation and recycling;

demonstrate governmental leadership through improving the public awareness of air quality programs;

maintain policies that recognize potential new clean air technologies; and

coordinate with other agencies to achieve regional air quality goals, without sacrificing the local economy or quality of life.

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Parking Management

Parking management control systems are intended to reduce both work and non-work trips. The basic concept of parking management, as recommended by the AQMD, is to facilitate the use of public transit, as well as car and van pooling, by creating shortages of parking for single occupant vehicles. The Laguna Hills General Plan provides the incentive of reducing parking requirements (and therefore increasing potential building size) in exchange for the implementation of transportation demand management programs, but does not endorse creating purposeful shortages of parking spaces.

Peak Period Truck Travel

The AQMP includes the concept of moving truck traffic to off-peak hours as a means of reducing peak hour traffic congestion. Because trucks are not a significant traffic concern within the General Plan study area, this concept is being reserved for future implementation should, at some time in the future, trucks become a significant part of the area's peak hour traffic.

Land Use

Detailed discussions of the land use concepts that have been incorporated into the General Plan land use map to reduce vehicular travel and resulting mobile source emission are included in the Transportation and Community Development Elements. In general, this entails a system of commercial/multifamily development nodes, employment-generating land uses, single and multifamily housing areas, and mixed-use developments that will reduce the number and length of automobile trips within the valley.

Transportation Demand Management

Although the implementation of this concept is of a lower priority than those mentioned above, the use of Transportation Demand Management strategies falls in line with other agencies efforts to improve the air quality by reducing the number of vehicle miles traveled. The City intends to encourage the development of Transportation Demand Management strategies and the formation of a Transportation Management Association, recognizing that such methods produce the greatest environmental benefit to the region with the least reliance on transportation facilities. Within the General Plan's transportation demand management concept, first priority is given to programs that eliminate person trips, such as car and van pooling, alternative (e.g., four-day) work weeks, and telecommuting.

Work Trip Reduction for Private Employees

The AQMP establishes a target reduction of 30 percent in private employee work trips by 2010. This will be achieved primarily through a combination of car and van pooling, moving home-work trips to off-peak hours, and telecommuting. The target reduction is calculated from a base assumption that no employee uses either trip reduction method.

Telecommuting and other forms of working from the home are encouraged only to the extent that the residential character of the neighborhood is protected. Thus, telecommuting options must be clearly secondary to the use of the dwelling as a residence, and must not result in perceptible changes to the residential character of the property.

CITY OF LAGUNA HILLS

GENERAL PLAN

Particulates Emissions Reduction

Effective watering programs can reduce fugitive dust generation within a construction site by up to 50 percent. Requirements for construction site watering have been incorporated into the General Plan. Dirt roads are a significant source of dust generation. Thus, the AQMP includes an objective that all roads be paved or that local jurisdictions adopt alternative particulate control controls for roads with low traffic levels. The City of Laguna Hills requires that all roads be paved.

Energy Conservation

The Air Quality Management Plan's objective is a 30 percent reduction in projected residential and commercial/industrial energy consumption by 2010. Energy conservation concepts and strategies have been incorporated into the Resource Management Element.

Waste Recycling

The Air Quality Management Plan incorporates State requirements for solid waste source reduction (25 percent by January 1, 1995, and 50 percent by January 1, 2000). Source reduction and waste recycling concepts and strategies are outlined in the Resource Management Element.

STRATEGIES

Transportation Demand Management

- B.1. Continue to implement the City's adopted Transportation Demand Management Ordinance for all new development and redevelopment in the City.
- B.2. Promote the formation of a Transportation Management Association to encourage ridesharing and transit use, and the dissemination of public information.
- B.3. Encourage support for State legislative measures that provide incentives to stimulate and increase the use of van-pools for work-related trips.
- B.4. Consider establishing an information center at City Hall and other future public buildings to disseminate information regarding alternative modes of transportation.
- B.5. Ensure that all new development and redevelopment projects demonstrate consistency with the Countywide Congestion Management Plan requirements.

Transportation Systems Management

- B.6. Continually evaluate the efficiency of the City's Signal Maintenance Program and make adjustments where necessary to maximize transportation levels of service.

GENERAL PLAN

Land Use

- B.7. Encourage the development of job-intensive uses within designated employment centers to reduce the length of home-to-job commutes by local residents.
- B.8. Encourage the inclusion of buffer areas within residential and sensitive receptor site plans to separate and/or buffer those uses from freeways, arterials, point sources, and hazardous material locations.
- B.9. Amend the Zoning Code to integrate a Mixed Use Overlay Area for use in the Urban Village and Mixed Use General Plan designations as a means to enhance pedestrian movement throughout the City.
- B.10. Consider the inclusion in the Zoning Code of restrictions on the development of new drive-through uses within the City. Where new drive-through uses are permitted, require the provision of air quality mitigation offsets.

Energy Conservation and Recycling

- B.11. In coordination with the Energy Resources and Water Resources Elements, support local utility provider's efforts to distribute resource conservation information to the public.
- B.12. Implement the provisions of the City's Source Reduction and Recycling Element.

Intergovernmental Coordination

- B.13. Cooperate with and facilitate the efforts of the State of California Air Resources Board, the South Coast Air Quality Management District, the Southern California Association of Governments, the County of Orange, and other planning agencies and councils in order to establish and implement regional air quality strategies and tactics.

GENERAL PLAN

C. BIOLOGICAL RESOURCES

ISSUES

- As a result of past development trends in the area, biological resources have been greatly depleted. Riparian areas, which represent the most ecologically valuable remaining habitat areas, contain significant amounts of undesirable exotic vegetation. Furthermore, the existing riparian areas presently experience considerable disturbance and degradation from direct human intrusion, noise, and litter. Therefore, the City staff must decide whether it wants to develop programs to mitigate these ongoing impacts and restore riparian habitat.
- Under the State and Federal Endangered Species Acts, development projects may not result in the "take" of any species listed or proposed for listing as endangered or threatened by USFWS or CDFG. Therefore, any proposed projects that may impact southern arroyo willow forest habitat in the General Plan study area will require surveys in accordance with USFWS guidelines to determine presence or absence of least Bell's vireo and to describe the quality of the habitat present for that species.
- Under the Federal Clean Water Act, future projects that would potentially impact any waters of the U.S. and/or wetlands are required to secure Federal 404 Permits from the Army Corps of Engineers (if dredging or filling activities are involved), State 1603 agreements with CDFG for any physical streambed alteration, and water quality certification from the RWQCB if a 404 Permit is required or if water quality is potentially affected.
- Public demand for provision of recreational opportunities must be weighed against the desire for maintenance and enhancement of biological resources. For example, the importance of Aliso Creek as a potential wildlife corridor, although not yet clearly understood, warrants careful consideration within the context of planning for future trails and other recreational uses along the creek.
- The City's ornamental landscaping consists primarily of exotic species, particularly eucalyptus, acacia, oleander, and pines. However, some roadsides, parks, and median strips also exhibit several native species, including sycamores, cottonwoods, and lemonadeberry. Therefore, the City should investigate the opportunity of developing a comprehensive landscaping initiative program that promotes increased use of native drought tolerant plant species both in public and private areas.

GOAL

Preserve critical biotic resources in place and work to maintain habitat values and biotic diversity within the Laguna Hills study area.

GENERAL PLAN

GENERAL PLAN APPROACH

Recognizing sensitive biological features

Due to the built out nature of the community, Laguna Hills has few areas that are environmentally sensitive. Figure V-1 indicates that the predominance of such areas occur along existing drainage channels or on non-developed hillside areas. Since the City has very few vacant parcels on which to develop community facilities, open lands adjacent to many of these environmentally sensitive areas have been considered for the development of community facilities. As the need for new community facilities increases, and open lands are considered for development, the City will, as part of an environmental assessment, determine the environmental sensitivity of individual sites using the information contained in the General Plan Master EIR and the City's adopted "Rules to Implement the California Environmental Quality Act."

It is also important to consider environmental determinations that have been made in the form of conditions of approval on past development projects. In review of individual public and private project impacts, the City will consider the intent of such past mitigation in new project review to ensure that past environmental commitments are continually enforced.

Balancing active and natural open space

The City of Laguna Hills acknowledges its role in the stewardship of the environment, and realizes that the remaining natural areas of the community give Laguna Hills the quiet and aesthetically pleasing surroundings that originally attracted residents. It is also recognized that the remaining open land represents a potential for the development of active recreation. The City plans to be responsive to the recreational needs of Laguna Hills residents as identified in the Laguna Hills Parks and Recreation Master Plan and respectful of the remaining viable environmental habitats documented in the General Plan Master EIR (see also wetlands alteration discussion below). Where feasible, viable biological habitats will be integrated into active and passive park concepts. In areas to remain in open space, it is the concept of the City that remaining viable biological habitats throughout the community be of concern and be preserved in place, where feasible.

Wetlands alteration

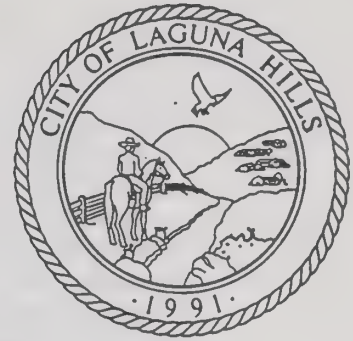
Drainages, streambeds, ponds, and adjacent wetlands are subject to consideration as important resources under the jurisdiction of the Army Corps of Engineers and the State Department of Fish and Game. The City will strive to comply with State and Federal permitting requirements regarding actions that

affect portions of the General Plan study area that are considered to be environmentally sensitive (see Figure V-1). Therefore, any proposed activity that would result in a loss of wetland area or habitat value must demonstrate that such impacts have been avoided to the maximum extent practical, or that compensatory mitigation has been provided.

Criteria used by the Army Corps of Engineers and the California Department of Fish and Game in defining "wetlands" are presented in the Biological Resources section of the Community Profile.

CITY OF LAGUNA HILLS

GENERAL PLAN



SOURCE: PLANNING NETWORK AND LSA ASSOCIATES, INC., 1993.

June 28, 1994

GENERAL PLAN

Aliso Creek Corridor

Prior to the City's incorporation, the County established a specific plan for the area along Aliso Creek. The Aliso Creek Corridor Plan contains policies, standards, and programs that address environmental protection and recreation potential for an area that traverses several adjacent cities and ends at the ocean. Since Planning Areas 1 and 3 of the Aliso Creek Corridor Specific Plan include areas within the

City and its sphere of influence, applicable policies contained in the corridor plan have been incorporated throughout the General Plan in order to ensure coordination with this regional planning effort.

The Aliso Creek Corridor Specific Plan is one of several County and Regional programs that are addressed in the General Plan. The "Coordination with Other Agencies" section of the Implementation and Monitoring Program provides a comprehensive listing of applicable regional plans and programs.

STRATEGIES

Recognizing Sensitive Biological Features

- C.1. Continue to use the City's rules to implement the California Environmental Quality Act as the standard environmental review procedure for new development projects.
- C.2. Use Figure V-1 "Areas of Environmental Sensitivity" as an initial screening tool in determining potential impacts to sensitive environmental resources within the study area.
- C.3. Encourage education programs that increase public awareness of the importance of biological resources and which:
 - promote awareness of local biological resources;
 - inform the public about regional protection and preservation programs;
 - foster community attitudes and behaviors that protect regional plants and wildlife; and
 - encourage community involvement in local and regional protection programs.
- C.4. Recognize local and regional environmental planning efforts that may have an influence or be influenced by development activity within the City, and incorporate applicable policies into the development review process.
- C.5. In coordination with the General Plan Image Enhancement Program, adopt a City landscape palette that promotes the use of native, drought tolerant plant materials and landscape techniques that support the local environment's natural viability.

GENERAL PLAN

Balancing Active and Natural Open Space

- C.6. In coordination with strategies included in the Open Space Element, ensure that the goals, approach, and strategies of the Biological Resources Element are included in the development of a Open Space Management Plan.

Wetlands Alteration

- C.7. Work with Federal, State and regional agencies in an effort to comply with the requirements of the Federal and State Endangered Species Acts and Federal Clean Water Act in areas determined to be environmentally sensitive.

Aliso Creek Corridor

- C.8. In coordination with strategies included in the Open Space Element, recognize Aliso Creek and Veeh Reservoir as important biological resources and coordinate with County Agencies and adjacent property owners to enhance their conservation value.

GENERAL PLAN

D. ENERGY RESOURCES

ISSUES

- Energy conservation has become an increasingly important concern as increasing demands upon the limited supply of energy sources have led to an increased reliance on foreign oil and the need for expensive new power-generation plants and support facilities for the production and distribution of energy.
- Even though the General Plan study area is nearly built out and local utilities have indicated that the existing energy infrastructure is adequate to support the projected land uses, the area could still be vulnerable to energy shortages.
- Due to the limited resources, the price of energy is expected to increase, resulting in higher costs for residents and businesses in the General Plan study area.

GOAL

Efficient use and conservation of energy resources throughout the General Plan study area.

GENERAL PLAN APPROACH

Conserving Non-renewable energy

Laguna Hills will strive to reduce the residential and commercial/industrial consumption of non-renewable energy resources through the promotion of efficient land use patterns (such as those proposed as part of the "Urban Village," and other mixed use concepts), reductions in the number of vehicle miles travelled, incorporation of energy conservation systems into new and existing development, increased use of alternative sources of energy, and conveying energy conservation information to the general public.

Other energy conservation concepts have been included in the development of the Land Use, Housing, Circulation, and Air Quality Elements of the General Plan.

STRATEGIES

Conserving Non-renewable Energy

- D.1. Ensure that all new development meet or exceed the State and local energy conservation requirements.
- D.2. Require that energy conservation measures are integrated into the design of all new development projects.

GENERAL PLAN

- D.3. Support legislative efforts to revise utility rates in a manner that provides incentives for energy conservation and provides funding for research and development of alternative energy sources.
- D.4. Reduce the amount of energy consumed by City operations and assist residents and businesses in reducing their energy consumption by:
- emphasizing fuel efficiency in the acquisition and use of City-owned vehicles and equipment;
 - periodically reviewing energy consumption in City buildings and implement programs to reduce energy use; and
 - increasing public awareness of energy conservation techniques through the public dissemination of conservation information.
- D.5. Coordinate with local utility companies and private enterprises and offer support in efforts to determine the feasibility of alternative energy systems.
- D.6. In coordination with the City's Image Enhancement Program, include energy efficiency landscape concepts.
- D.7. In coordination with the General Plan Air Quality and Water Resources Elements, support local utility provider's efforts to distribute energy conservation information to the public.

GENERAL PLAN

E. WATER RESOURCES

ISSUES

- Although the City is almost completely built out, future development has the potential to adversely affect water quality. Under developed conditions, storm events of low intensity precipitation and/or short duration will produce slightly increased amounts of runoff from new development. This is generally referred to as the first flush conditions. Runoff associated with first flush will increase the likelihood of some pollutant loads of organic wastes, nitrogen, phosphorous, hydrocarbons, heavy metals and pesticides increasing over existing conditions. These compounds all contribute to the biological oxygen demand on the drainage system. As the biological oxygen demand increases, the level of dissolved oxygen decreases, and reduces the viability of animal life in the water courses that carry such runoff.
- Nuisance flows (runoff from developed areas during dry periods) are not expected to create any significant water quality problems. These flows are more likely to occur in the residential areas due to lawn watering, swimming pool draining, hosing of driveways and sidewalks, and car washing activities.
- During grading and construction of the remaining vacant parcels within the City, there will be an increased potential for short-term erosion and transport of sediment to surrounding drainages. This temporary impact, however, can be mitigated with standard erosion control measures, and will be alleviated after construction when landscaping of the development is completed. After completion of construction and the establishment of stable landscaping, sediment production from development areas will be reduced.
- Despite current adequate water supplies in Southern California, the Southern California Association of Governments (SCAG) and MWD have estimated that future shortfalls in water availability may occur throughout the State on an irregular basis. Thus, the City should review and investigate specific water conservation measures that could be implemented on a citywide and/or project specific basis.
- The City should cooperate with the various water purveyors serving the City concerning programs regarding the use of reclaimed water, or gray water, for landscape irrigation and other non-potable uses.

GOAL

Availability of water to support the residents and businesses within the General Plan study area through a combination of water conservation, water reuse, and protection of groundwater quality.

GENERAL PLAN

GENERAL PLAN APPROACH

Protection of Water Resources

Balanced with the need to provide adequate flood control, the City recognizes its responsibility to protect the quality of ground water from the harmful effects of stormwater runoff. The City will, therefore, fulfill its water quality responsibilities as a "co-permittee" under the Federal Clean Water Act, as amended by defining and requiring that "Best Management Practices" (BMP) be employed to improve the quality of stormwater runoff from the storm drain system and City roadways. The City of Laguna Hills will also continue to monitor emerging technologies and techniques of minimizing water quality impacts from stormwater runoff and require the implementation of new BMPs as they are devised.

Impacts to groundwater quality caused by the other hazardous substances is addressed in the Hazardous Waste Element.

Water Conservation and Reclamation

The City will continue a close working relationship with local water purveyors and the California Regional Water Quality Control Board - Santa Ana Region (RWQCB-SA) to maintain the water conservation efforts established during the past drought years. The City will continue to implement water saving techniques in City projects including using water conservation as the primary design theme in the development and redevelopment of public streetscapes and recreational areas, and investigating the feasibility of using reclaimed water for irrigation. Continued reductions in the amount of water used in the General Plan study area will also include integrating water saving techniques in the General Plan Image Enhancement Program and the City's revised development code.

STRATEGIES

Protection of Water Resources

- E.1 Continue to coordinate with the County of Orange in following the requirements of the County's National Pollutant Discharge Elimination System (NPDES) permit and implementing programs.

Water Conservation and Reclamation

- E.2. Maintain a 20 percent reduction in the rate of water consumption as compared to pre-drought levels through an emphasis on drought tolerant landscaping techniques, use of water efficient plumbing, and water reclamation.
- E.3. Incorporate water conservation measures into the revised City ordinances and development requirements.
- E.4. In coordination with the General Plan Air Quality and Energy Resources Elements, support local utility provider's efforts to distribute water conservation information to the public.
- E.5. Cooperate with service districts to identify and plan for alternative emergency water services in the event of large scale emergencies.

GENERAL PLAN

F. MINERAL RESOURCES

ISSUES

- During the previous several years, as the area was developing, no recorded mining activities have taken place within the General Plan study area.
- It is highly unlikely that any mineral resources will be extracted from the General Plan study area in the future, due to the limited availability of undeveloped land and the lack of significant mineral resources.

GOAL

Maintain an awareness of local mineral resources and comply with State policies regarding protection and extraction.

GENERAL PLAN APPROACH

Recognizing Mineral Resources

Pursuant to the California Surface Mining and Reclamation Act, the State Geologist has mapped the General Plan study area for any significant mineral resources. Approximately 50 percent of the General Plan study area has been identified as having no significant mineral deposits, while the remaining portion contains resources that cannot currently be evaluated. Analysis undertaken as part of the Laguna Hills General Plan has found that, due to the "built-out" nature of the community, there are no areas suited to mineral extraction, should resources be discovered in the future. The City will continue to monitor changes in the current regulations regarding mineral extraction (including the extraction of gas and oil) within the General Plan study area.

STRATEGIES

Recognizing Mineral Resources

- F.1. Monitor current regulations regarding the extraction of minerals for changes that would impact the General Plan study area.
- F.2. Protect General Plan study area residents from potential unsafe practices of past mining and drilling activities.

GENERAL PLAN

G. HISTORIC RESOURCES

ISSUES

- Based upon a review of cultural resources, development within the General Plan study area would have little or no affect on cultural resources, because most cultural resources and/or sites have been destroyed or mitigated.

Adoption of appropriate cultural resource mitigation measures would assure that any future discoveries would be afforded appropriate consideration and treatment.
- As development has occurred over the recent past within the General Plan study area, fossil sites and potential fossil information have been destroyed and lost. These fossils may have been important in determining different aspects of paleontology, including taxonomy, evolutionary patterns, fossil community structure, zoogeographic distribution and migration patterns, and the ages of rocks and geologic events. Within the recent past, some of the most significant fossils, which were instrumental in the studies of animal evolution and the interpretation of environmental changes through time in Southern California, have been recovered from the General Plan study area.
- Future excavation or other earthmoving activities within the General Plan study area will likely expose additional fossil sites. These activities could, in the course of construction and development, destroy the fossil materials and the potential information they could yield. Due to the developed nature of the City, however, disturbance of fossil sites will most likely be limited to vacant lands within the City that have not been disturbed.
- The majority of the geologic units within the General Plan study area have a high paleontologic sensitivity. Fossils, especially vertebrates, are scientifically significant and a non-renewable resources that requires protection for future use in research and for educational purposes. As development occurs in the General Plan study area, the City will need to remain aware of the sensitivity of underlying geologic formations.
- A significant fossil site located within the General Plan study area and known as the Costeau Pit includes several thousand fossil cranial and skeletal elements of terrestrial "Ice Age" animals. This site is located and preserved "in situ" beneath Costeau Park at the corner of Alicia Parkway and Costeau Street. The remains of bison, dire wolves, sabre tooth cats, mountain lions, voles, llamas, rabbits, birds, gophers, rats, antelope, deer, mammoths, turtles, toads, frogs, snakes, insectivores, sloths, extinct horse and camel, and muskrat have been recovered from this site. These fossils have been extensively studied by scientists at the Los Angeles County Museum and represent animals from all levels of the food chain. In addition to the Costeau Pit, other areas within the General Plan study area have yielded the remains of fossil terrestrial animals.

A detailed history of the Laguna Hills area can be found in the Historical and Cultural Resources Section of the General Plan Community Profile.

GENERAL PLAN

GOAL

Recognize archeological and paleontological sites within the General Plan study area as non-renewable resources worthy of preservation as a community resource and future scientific study.

GENERAL PLAN APPROACH

Laguna Hills' Historical and Cultural Heritage

Since the City of Laguna Hills has few physical reminders of its historic role in the development of the Saddleback Valley, the City will emphasize the establishment of and participation in cooperative programs with the Saddleback Historical Society's historic preservation efforts, which promote the Valley's history. In addition, the City will institute an archive of post-incorporation activities. The collection will be kept on permanent display at City Hall in order that residents maintain a sense of pride in what they as a City have accomplished.

Recognizing Archeological and Paleontological Sites as Nonrenewable Resources

The City will continue to support the preservation of newly discovered and unique paleontologic sites for future scientific study by instituting preservation policies regarding the discovery of such sites as new development occurs. In addition, the City will continue to maintain identified resources at Costeau Park and promote its significant scientific value to the community.

STRATEGIES

Laguna Hills' Historical and Cultural Heritage

- G.1. Coordinate with the Saddleback Valley Historical Society in the promotion of the General Plan study area's role in the historic development of the region.

Recognizing Archeological and Paleontological Sites as Nonrenewable Resources

- G.2. Using the information contained within the General Plan Master EIR, ensure that new projects developed in areas known to have archeological and/or paleontological resources conduct site specific studies that will assess impacts and make recommendations for appropriate mitigation.

VI. ENVIRONMENTAL HAZARDS

VI. ENVIRONMENTAL HAZARDS

The Environmental Hazards chapter provides the goals, approaches, and strategies necessary to protect Laguna Hills residents from the hazards associated with its natural and man-made environments. The focus of this chapter is to incorporate public safety considerations into the City's planning and decision making process and to reduce identifiable risks.

Residents, workers, and visitors to the Laguna Hills area are exposed to a wide variety of hazards that result from natural phenomena to human intervention and accidents. These hazards, which are similar in nature and extent in Laguna Hills to other areas of Southern California, can cause loss of life, bodily injury, and property damage. Since elimination of all potential risk associated with environmental hazards within the community is physically and economically impossible, the City of Laguna Hills and its citizens must set guidelines for what degree of risk is acceptable for various natural and man-made hazards. For new development, the emphasis is to regulate construction so as to avoid or minimize identifiable risks to the extent possible. Risks identified in existing development, however, may need to be lowered to an acceptable level by physical alteration, relocation or demolition, or a change in land use.

Risk is a product of the severity of consequence of an event and the likelihood of its occurrence. The potential for significant safety impacts increases as each of these two parameters increases. It is the intent of the City's Environmental Hazards Element to eliminate *significant* risks. "Significant" risks range from those having a major "Severity of Consequence," and that are virtually certain to result, to those having disastrous "Severity of Consequence," but that occur rarely. These significant risks have been determined to be unacceptable in Laguna Hills vision of its future. Table VI-1 identifies those scenarios that involve significant, unacceptable risks.

The Environmental Hazards Goals, Approaches, and Strategies contained within the General Plan are based on substantial data and analysis about existing conditions in the General Plan study area. The main sources for this information, incorporated into the General Plan by reference, are included in the Master EIR.

The policies contained in the Environmental Hazards chapter interrelate with other policies contained in various elements of the General Plan. The potential for land subsidence, for example, is directly related to the concepts discussed in the Environmental Resources Element, since land subsidence can be caused from overdrafting of the groundwater basin. The discussion of hazards due to flooding is related to the construction of flood control facilities covered in the Municipal Services and Facilities Element.

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GENERAL PLAN

TABLE VI-1
SIGNIFICANT, UNACCEPTABLE SAFETY RISKS

		SEVERITY OF CONSEQUENCE ¹				
		Negligible	Minor	Major	Severe	Disastrous
FREQUENCY OF OCCURRENCE ²	Frequent					
	Likely					
	Unlikely					
	Rare					
	Extraordinary					

 Unacceptable Safety Risk.

 Acceptable Safety Risk.

¹ SEVERITY OF CONSEQUENCE CLASSIFICATIONS

Negligible	No significant risk to the public, with no minor injuries and only minor property damage.
Minor	Small levels of public risk, with at most a few minor injuries and minor property damage.
Major	Major level of public risk with up to 10 severe injuries and significant property damage within a limited area or moderate property damage over a large area.
Severe	Severe public risk with up to 100 severe injuries or up to 10 fatalities, with significant property damage over a large area.
Disastrous	Disastrous public risk involving more than 100 severe injuries or up to 10 fatalities, with significant property damage over a large area.

² FREQUENCY OF OCCURRENCE

	<u>Average Frequency</u>	<u>Description</u>
Frequent	Greater than once a year.	An event that would occur once a year on the average.
Likely	Between once a year and once in 100 years.	An event that would probably happen once in an average person's lifetime or once during the useful life of a building.
Unlikely	Between once in 100 years and once in 10,000 years.	An event that is possible, but is not expected to happen during the useful life of a development project.
Rare	Between once in 10,000 years and once in 1 million years.	An event that occurred on a worldwide basis, but only a few times.
Extraordinary	Less than once in 1 million years.	An event that has never occurred, but that could occur.

Source: Laguna Hills General Plan, 1993.

June 28, 1994

GENERAL PLAN

A. GEOLOGY AND SEISMICITY

ISSUES

- There are no known "active" or "potentially active" earthquake faults within the General Plan study area. The nearest major active fault is the Newport-Inglewood Fault Zone, which lies approximately three miles to the southwest of Laguna Hills. An earthquake with a Richter magnitude of seven on this fault system would likely result in damage even to structures that were designed to be earthquake resistant.
- The risk of damage due to ground rupture during an earthquake is minimal because of the absence of active faults in the City. However, the risk of structural damage (both above and underground) and loss of life as a result of groundshaking is considerable, due to the combination of proximate active faults and the developed character of the General Plan study area. Low density residential development and low intensity land uses are, however, less vulnerable to seismic hazards. The City is marked by relatively low intensity residential land use and is, therefore, at less risk than intensely developed "urban" communities.
- The City of Laguna Hills is not located in any of the areas designated by the County as areas subject to liquefaction. There are several soils types within the General Plan study area, however, that in combination with shallow groundwater, can be prime candidates for liquefaction hazards. The local risk is more appropriately determined on a case-by-case basis because the groundwater levels are not well known in detail over the City of Laguna Hills or its sphere of influence.
- Since Laguna Hills' topography includes many hills and valleys, the potential for slope stability problems does exist. Residents near Cabot Road and Oso Parkway have indicated slope movement along Cabot Road. Much of what was natural hillside landscape has been modified by development to include man-made slopes, drainage, and non-native landscaping. Modification of natural slope conditions could have both beneficial and detrimental effects on slope stability. Remanufactured slopes, which include man-made drainage provisions may improve the conveyance of water from hillside areas and reduce the amount of natural erosion that would occur otherwise. Non-native slope plantings and individual ownership of slope areas can be problems related to over-watering or unauthorized changes in drainage patterns that could lead to slope failures.

GOAL

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from seismic groundshaking and other geologic effects consistent with the definition of acceptable and unacceptable risks outlined in Table VI-1.

GENERAL PLAN

GENERAL PLAN APPROACH

Earthquake Safety

The City of Laguna Hills will require building design to be commensurate with the expected level of groundshaking in a major earthquake, based on site-specific soils and geologic conditions, as well as on the level of risk associated with potential damage to the building. Thus, high occupancy buildings and buildings that serve needed disaster recovery functions need to be designed to withstand a greater degree of groundshaking than low occupancy, low risk buildings. For all buildings, construction techniques will be regulated according to the most recent Uniform Building Code or increased requirements as necessary to reduce geologic and seismic risks to acceptable levels.

STRATEGIES

Earthquake Safety

- A.1. Ensure that all new development mitigates potential adverse impacts associated with geologic and seismic events.
- A.2. Coordinate with the Orange County Fire Department and the Orange County Sheriff's Department to ensure that emergency services and facilities will be operational during and after a major earthquake.
- A.3. Coordinate with the State Office of Emergency Services, Orange County, Saddleback Unified School District, and local utilities and service groups in the promotion of earthquake awareness programs.
- A.4. Monitor known and potential geologic hazards in the City by coordinating with the State Division of Mines and Geology.
- A.5. Maintain, at a minimum, existing standards and requirements for grading and construction to eliminate the potential for erosion, slope failure, landslides, and other geologic hazards.

GENERAL PLAN

B. STORMWATER MANAGEMENT AND FLOODING

ISSUES

- The General Plan study area is largely developed with little open space remaining. Stormwater runoff stems mainly from paved or developed areas, leaving the underlying soil types to play a minor role in determining the amount of water runoff.
- Most of the City is served by storm drain facilities that have been constructed within the last 15 to 20 years, and have been sized to accommodate build out of the City. Although occasional flooding has occurred along the drainages noted earlier, all flooding and water runoff have been substantially contained within and/or below the 100-year flood levels, as noted in the General Plan Master EIR. In addition, since development within the City has occurred predominately over the last 25 years, this development and the various land uses have been planned and developed consistent with, and in conformance with, the 100 year floodplain policies and the National Flood Insurance Program. Therefore, no deficiencies in the City's drainage or flood control facilities are anticipated.

GOAL

Eliminate the potential for loss of life and minimize physical injury, property damage, public health hazards, and nuisances from the effects of a 100-year storm and associated flooding.

GENERAL PLAN APPROACH

Flood control management and responsibility

The regional flood control facilities located within the General Plan study area are the responsibility of the Orange County Flood Control District (OCFCD), which is empowered to construct and maintain flood control works to minimize loss of life and property caused by flooding and for water conservation. The Environmental Management Agency (EMA) is responsible for implementing the Flood Control District's funded activities program, which includes the design, construction, operation and maintenance of regional flood control facilities. Local flood control facilities (those with less than 500 acres of contributing drainage area) are the responsibility of the City.

Optimizing Existing Flood
Control Facilities

Since the existing flood control and storm water drainage system has been designed and constructed to accommodate anticipated population increases and future land development within the City, the overall concept is to optimize the existing system and maintain natural drainage courses in their

natural condition to the extent feasible. In order to avoid the need for replacing natural drainage with concrete lined facilities, new development will be located and designed to either avoid or incorporate flood hazard areas into the overall design. Runoff from new development will be limited to that which can be safely accommodated by natural drainage course and existing drainage facilities.

The relationship between potential alternative uses of the City's natural drainage courses is discussed in the Open Space and Biological Resources Elements of the General Plan.

GENERAL PLAN

STRATEGIES

Optimizing Existing Flood Control Facilities

- B.1. Ensure that new development or the intensification of existing development be required to complete a drainage study that certifies that the proposed development will be protected from 100-year flood conditions, adequate drainage facilities are or will be available to support project development, and that implementation of the development proposal will not create new downstream flood hazards.
- B.2. In coordination with the Parks and Recreation Master Plan, ensure that adjacent naturalized drainage channels are integrated into the overall design of recreational facilities.

GENERAL PLAN

C. NOISE

ISSUES

- Existing noise levels for some residential areas within the General Plan study area near Interstate 5 and along major arterials already exceed the City's 65 dBA CNEL¹ exterior noise standard, and are expected to remain above the standard in the future. Therefore, since the majority of the study area is already built out, potential noise impacts should be analyzed as part of subsequent discretionary development application review, i.e., zone changes, conditional use permits, etc., and appropriate conditions should be placed on projects to ensure noise compatibility of uses.
- The majority of future noise increases in the General Plan study area will occur as a result of traffic increases due to growth in surrounding areas. Although the City cannot regulate development outside of its corporate boundaries, the City can work with surrounding jurisdictions to minimize future roadway noise resulting from increases in traffic volumes, and can consider noise impacts in the review of development applications within the City.
- As the few remaining portions of the General Plan study area transition from suburban or vacant land uses to more intense densities, the incidence of noise will also increase. Therefore, potential noise reduction or noise mitigation measures should be considered and incorporated into the discretionary development review process.
- High noise levels are typically the result of large traffic volumes, high vehicle speeds, and a high percentage of truck volume on a given roadway. The roadways within the study area where current traffic volumes generate noise levels above 60 dBA CNEL (the combined noise level from all sources at which noise standards related to land use should be evaluated on a project specific basis), for sensitive receptors at 100 feet from roadway centerline, are included in the above box.

Existing Roadways With Noise Levels
Above 60 dBA CNEL

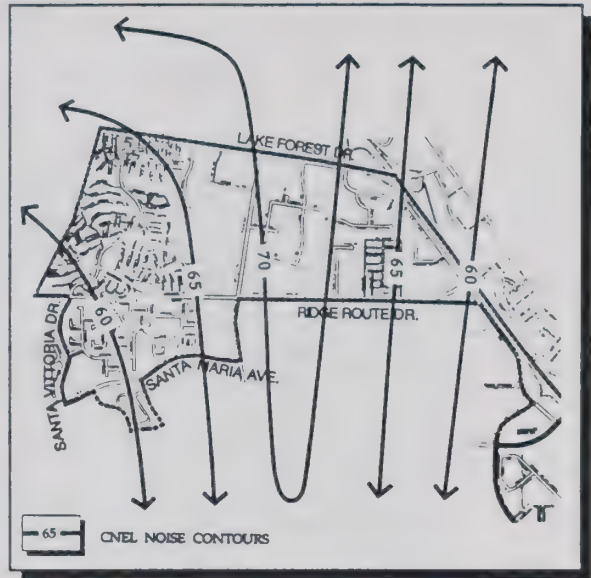
Roadway	Noise Measurement
City of Laguna Hills	
Interstate 5	82.5 to 83.0 dBA CNEL
El Toro Road	66.7 dBA CNEL
Los Alisos Boulevard	66.6 to 67.8 dBA CNEL
Alicia Parkway	66.9 to 71.6 dBA CNEL
La Paz Road	67.4 to 67.9 dBA CNEL
Oso Parkway	65.2 to 67.4 dBA CNEL
Moulton Parkway	68.3 to 69.6 dBA CNEL
Paseo de Valencia	62.7 to 70.1 dBA CNEL
Avenida de la Carlota	67.1 dBA CNEL
Cabot Road	64.1 to 66.2 dBA CNEL
Sphere of Influence	
Lake Forest Drive	69.2 dBA CNEL
Avenida de la Carlota	66.4 dBA CNEL
Moulton Parkway	70.4 dBA CNEL
Ridge Route Drive	64.5 dBA CNEL

Source: LSA Associates, 1993

¹ Community Noise Equivalent Level.

GENERAL PLAN

- The City of Laguna Hills and its sphere of influence are presently subjected to noise from aircraft operations originating from the U.S. Marine Corp Air Station El Toro (MCAS, El Toro). Currently, the 70 dBA, 65 dBA and 60 dBA CNEL noise contours from MCAS, El Toro, extend into a portion of the City of Laguna Hills' sphere of influence, which consists mostly of industrial and industrial related office uses.
- The future of the El Toro Marine Corps Air Station, following its closure, is currently a matter of debate. There exist interests in Orange County that would prefer seeing the air station become a major airport facility; however, Laguna Hills and other south County cities see the noise that could result from commercial air facilities at the El Toro Marine Corps Air Station as a threat to the area's local quality of life. Other potential uses of the air station could significantly increase areawide traffic. Careful consideration of the ultimate, non-military use of the air station is needed to ensure that economic benefits can be realized without impacting on surrounding communities (see also the Land Use Section of the Community Development and Design chapter for a discussion of balancing the benefits and impacts of new development.)
- An Atchison Topeka & Santa Fe (AT&SF) railroad line runs parallel to Interstate 5 along the eastern boundary of the General Plan study area. This line typically carries two freight trains and fourteen AMTRAK passenger trains per day; future rail transit may increase noise levels along this railroad line. In addition, development of Metrolink facilities or similar services along this line should be closely monitored by the City to identify any potential future noise impacts.



GOAL

Promote noise compatible land use relationships by implementing noise standards to be utilized for design purposes in new development, and establish a program to attenuate noise problems.

GENERAL PLAN APPROACH

Establishing the Noise Element Background

The purpose of the Noise Element is to provide a summary of information and a statement of public policies regarding the maintenance of a quiet environment within the City. The Noise Element of the General Plan is a mandatory component pursuant to State law (California Planning and Zoning Law, Section 65302[g]). The information and analysis included in this element must also conform to the guidelines adopted by the State Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code.

GENERAL PLAN

Noise analyses can provide valuable input to the Circulation, Land Use, and Housing Elements of the General Plan. As such, the City's Noise Element considers the need for both remedial measures for existing noise problems and preventative actions to protect future development from noise impacts in excess of adopted noise standards.

Specifically the City's Noise Element provides a systematic approach to: 1) the measurement and modeling of noise; 2) the establishment of appropriate noise standards; 3) the control of major noise generating activities; and 4) community planning for the regulation of noise.

Measuring and Modeling Noise

The Noise Element quantifies the City's noise environment in terms of CNEL over both the short-term and long-term growth of the City. This documentation will be used to guide development of appropriate land use policy and other relevant General Plan policies and to achieve noise compatible land uses within the City. The City's Noise Element also provides baseline noise data and specific noise source identification for subsequent noise ordinance enforcement. Finally, the City's Noise Element specifies how noise policies and standards will be implemented through the enforcement of zoning regulations and the City's noise ordinance.

Establishing Noise Standards

The perception of the community's character is often determined by what people perceive as the existing background or ambient noise level within the community. Most Laguna Hills residents would like to retain the "quiet atmosphere" that first attracted them to the area. Therefore, it has been determined that the standards for community ambient noise level for residential uses within the General Plan study area will be based on 65 dBA for outdoor activities and 45 dBA for indoor activities. These standards are widely accepted as providing adequate noise mitigation for residential uses.

Noise Regulation and Mitigation

The City's approach related to the regulation of land use activities in order that an acceptable community ambient noise level is preserved and maintained falls into two categories: 1) the control of nuisance noise at the source, and 2) integrating noise buffering techniques into new development to protect noise sensitive receptors. The former is typically controlled through the adoption, implementation, and enforcement of a "Noise Ordinance," while the latter is controlled through project specific conditions placed on discretionary actions.

Major noise sources within the General Plan study area include:

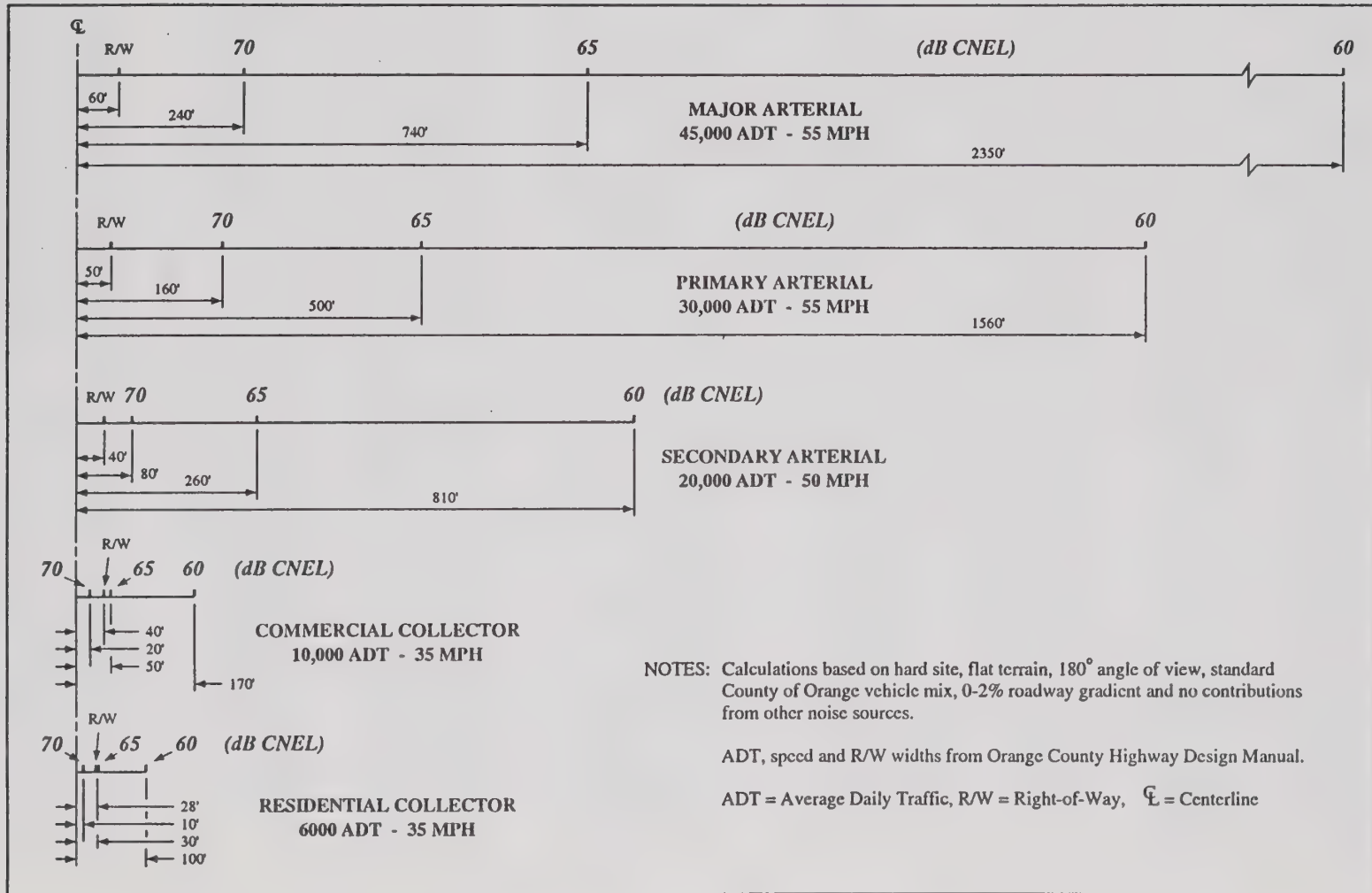
- | | |
|------------------------|---------------------|
| ■ Interstate 5 | ■ MCAS, El Toro |
| ■ Los Alisos Boulevard | ■ Paseo de Valencia |
| ■ Alicia Parkway | ■ AT&SF Railroad |
| ■ La Paz Road | ■ Lake Forest Drive |
| ■ Moulton Parkway | ■ Saddleback Valley |
| ■ El Toro Road | Hospital Helistop |

Land uses and/or receptors considered by the City to be "noise sensitive" include: residences of all types, schools, hospitals, convalescent facilities, rest homes, hotels/motels, and places of worship. In addition, certain parks, depending upon their intended use, may be considered to be noise sensitive.

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Figure VI-1
Typical Noise Contour Intervals



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In order for the City to identify potential noise impacts from vehicular sources, the predominant noise source in the City, typical noise contour intervals have been provided in Figure VI-1. A detailed presentation of projected vehicular noise levels within the study area has also been provided in the General Plan Master EIR. This information will be used by the City in analyzing the potential impact of vehicular noise on existing and future land uses.

Basic approaches that the City will use to minimize the adverse effects of noise from both mobile and stationary sources along with measures that can be implemented should regulatory mechanisms not be effective, are included in the Development Review Program portion of the Implementation and Monitoring chapter of the General Plan.

Certain activities within the General Plan study area have the potential to create nuisance noise that cannot be adequately controlled at the source or through the implementation of the measures noted above. These are defined as existing unmitigatable noise. Such noise sources include MCAS, El Toro; the Helistop at the Saddleback Valley Hospital; and existing roadway noise.

Aircraft operations at MCAS, El Toro, can potentially create overflight noise that exceeds the City's standards for ambient noise levels. Existing and future developments are currently protected from noise impacts generated from the MCAS, El Toro, facility by the Air Installations Compatible Use Zones (AICUZ) Program.

Although the Marine Corps Air Station, El Toro has been slated for closure by the Federal government, plans for continued aircraft operations which could impact the General Plan study area have yet to be determined.

AICUZ was established to ensure compatible development in high noise exposure areas while protecting the operational capabilities of the base. Land use planning within the study area that is consistent with the AICUZ document will minimize aircraft noise impacts from MCAS, El Toro, but will not eliminate aircraft noise impacts entirely. Aircraft overflights will still add to the overall ambient noise levels in the study area, especially for outdoor areas. The ultimate conversion of the MCAS, El Toro, to a non-military use will necessitate the reevaluation of current land uses within the sphere of influence as they relate to the AICUZ document and potential noise impacts.

Saddleback Valley Hospital currently maintains a helistop for medical emergencies. Even though no helicopters are based at the hospital, the ability to receive emergency medical patients via helicopter does exist, and will result in potential noise generating overflights. The overall volume of flights to the hospital is not expected to be substantial, and should not create an unacceptable ambient noise environment; however, noise levels from individual flights (single events) could be significant. These single event noise episodes will be of a limited and short duration.

Existing roadway noise in already developed areas may lead to situations where techniques to reduce noise impacts are limited. For example, constructing a noise barrier along major roadways may be hampered by existing residential setbacks. When this happens, the City may be limited in its noise reduction techniques to retrofitting architectural noise controls into existing development.

Thresholds of Significance

Thresholds of significance are useful in making determinations as to whether a particular project will have a significant impact on the environment. For noise impacts within the study area, the thresholds of significance are stated in terms of noise standards. Noise analyses will be performed to assess whether a proposed project will result in significant noise related impacts on land uses in the vicinity of a project. The City determination as to whether project noise is a "significant" environmental impact will be based on whether the sum of project related noise, cumulative project related noise, and existing noise levels exceeds adopted noise standards.

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The City has determined appropriate noise standards to identify whether a noise impact is significant. These standards, or thresholds of significance, are widely accepted as providing adequate noise mitigation and a suitable noise environment for various land uses.

These noise standards for interior and exterior conditions are included in the Development Review Program portion of the Implementation and Monitoring chapter of the General Plan and will be used by the City to determine the significance of noise impacts from a proposed project on adjacent uses, or from adjacent land uses or influences on a proposed project or land use.

STRATEGIES

Measuring and Modeling Noise

- C.1. Establish, for purposes of consistency and efficiency, that all noise reports incorporate a City approved noise analysis methodology.

Establishing Noise Standards

- C.2. Adopt a set of community noise standards based on a 65 dBA noise level for outdoor activities and 45 dBA for indoor activities.

Noise Regulation and Mitigation

- C.3. Where new development or redevelopment is proposed within areas where the exterior or interior noise levels outlined in the General Plan are likely to be exceeded, require that a detailed site specific noise analysis be prepared to determine appropriate mitigation.
- C.4. Ensure that the California Noise Insulation Standards that apply to new multiple family developments within a 60 dBA CNEL noise contour adjacent to roads and transit lines are enforced.
- C.5. When proposed projects include potentially significant noise generators, the City shall require noise analyses to be prepared by an acoustical expert.
- C.6. Review and respond to any proposals involving new flight patterns, more intense flight operations, or any optional land uses for the MCAS, El Toro air station that would create the potential for noise impacts on sensitive land uses within the General Plan study area in a manner consistent with other noise policies contained in the General Plan.
- C.7. Ensure that new commercial and industrial activities (including the placement of mechanical equipment) are designed so that activities comply with the maximum noise level standards at the property line of adjacent uses, thereby minimizing impacts on adjacent uses.
- C.8. Implement a program addressing buyer notification of aircraft operations for new development affected by aircraft noise and overflights from MCAS, El Toro.
- C.9. Monitor the construction of the San Joaquin Hills Transportation Corridor and I-5 improvements to ensure that adopted and agreed upon noise mitigation measures are completed on schedule.

GENERAL PLAN

D. HAZARDOUS MATERIALS

ISSUES

- According to the County of Orange Fire Department, there are 97 registered hazardous waste generators in the City of Laguna Hills. The list of those who use or generate hazardous materials includes, but is not limited to, Saddleback Medical Center, manufacturing businesses, dry cleaners, automotive businesses, photo labs, medical services, grocery stores, and pool supply houses.
- According to the County of Orange Division of Environmental Health, there are 16 locations within the City, that are currently involved in the County's ground water cleanup program. These identified sites consist predominantly of underground gasoline, diesel, or waste oil storage tanks known to be leaking into the surrounding soil. According to County records, two sites are at the identification stage, five are undergoing remedial investigations or feasibility studies, and two have had remedial action taken. None of the identified sites has been certified as clean.
- Prior to the incorporation of Laguna Hills, hazardous materials management functions were provided by the County of Orange in compliance with State law. The County of Orange has adopted a Hazardous Waste Management Plan that provides an effective framework for managing the County's hazardous waste consistent with State law and the requirements of the State Department of Health Services. Upon incorporation and prior to the development of a City Hazardous Waste Management Plan, the City agreed to participate in the County's Hazardous Waste Management Plan. As further required by the State, all cities within the County must also adopt a City Hazardous Waste Management Plan. To accomplish this, the City of Laguna Hills may prepare its own plan, enact an ordinance requiring that land use decisions be consistent with the County's Plan, or add policies into its own General Plan.
- Small concentrations of household hazardous wastes are present throughout the General Plan study area. When hazardous household items become old or no longer have a value to the consumer, they are often discarded in the regular household trash. Disposal of these unidentified wastes into solid waste landfills that were designed to store only non-hazardous materials could have a serious detrimental effect to the health and safety of sanitation workers, landfill operators, and ultimately, the community.
- The City of Laguna Hills is required to develop and maintain a Household Hazardous Waste (HHW) element as required by a companion bill (AB 2707) to the California Integrated Waste Management Act of 1989 (AB 939) and the Tanner hazardous waste management planning legislation (AB 2948).
- As required by State Law, the City of Laguna Hills is coordinating with police and fire service providers, as well as the County of Orange, to develop an Emergency Response Plan. This plan, when completed, will address appropriate responses to hazardous waste emergencies.

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- The U.S. Nuclear Regulatory Commission has identified the area surrounding nuclear generating stations as an Emergency Planning Zone. The State of California has defined the area outside and adjacent to the Emergency Planning Zone as a Public Education Zone. The City is located within the San Onofre Nuclear Generating Station's Public Education Zone (see box). The Federal Government establishes the area with a 50-mile radius around every nuclear generating station as an Ingestion Pathway Zone. At the San Onofre Nuclear Generating Station, the Ingestion Pathway Zone encompasses all of Orange County.

GOALS

Protect life and property from the potential short- and long-term adverse effects of the transportation, storage, treatment, and disposal of hazardous materials within the General Plan study area consistent with the definition of acceptable and unacceptable risks outlined in Table VI-1.

Reduce the generation of household hazardous wastes and provide for their safe disposal.

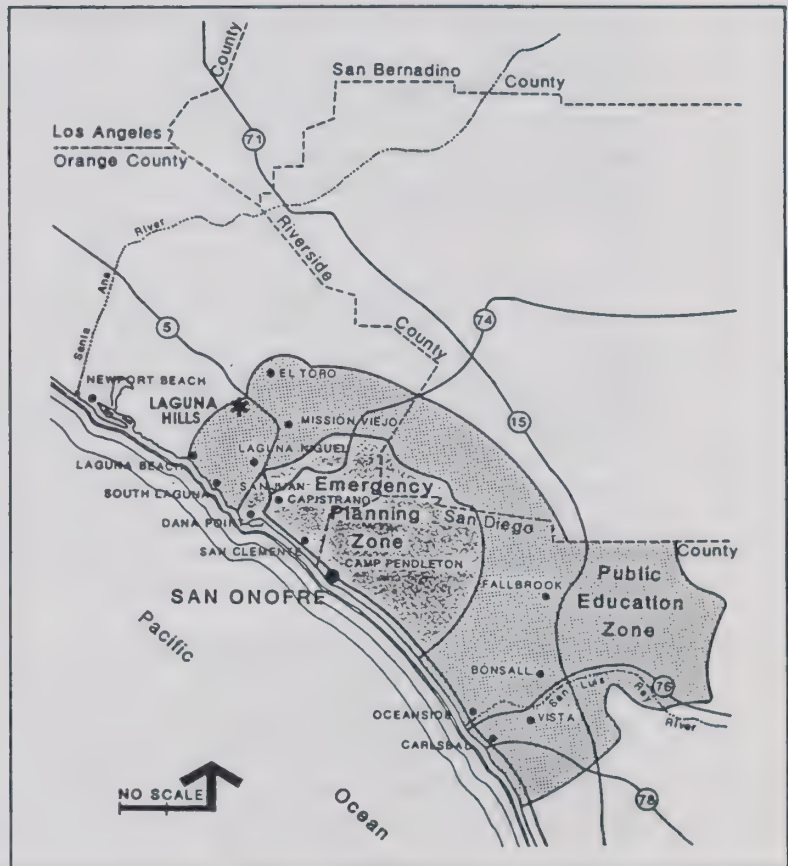
GENERAL PLAN APPROACH

Defining the Responsibility for Hazardous Waste Management

State law requires a "fair share" concept in relation to hazardous materials wherein the City of Laguna Hills will accept responsibility for hazardous waste management in an amount proportional to the amount of hazardous waste generated within the City. Thus, the City will plan for the management of hazardous materials occurring within the City.

The Orange County Hazardous Waste Management Plan requires businesses that handle, store, or generate hazardous materials to obtain certain permits and prepare certain plans based on the amount of hazardous materials involved. The City of Laguna Hills will continue to coordinate with the County to maintain requirements for businesses within the City.

The City will work closely with the Regional Water Quality Control Board and the State Department of Health Services in a cooperative effort to investigate problems associated with leaking underground storage tanks, and to implement the County Hazardous Waste Management Plan.



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Household Hazardous Waste

Recognizing that the residential sector is a major producer of hazardous wastes, the City will maintain the programs regarding household hazardous waste collection so that household hazardous wastes are collected and disposed of in a safe manner. As part of the City's

Approximately 81 tons of household hazardous waste were disposed of by Laguna Hills residents in 1990.

Household Hazardous Waste Element implementation, the City will continue to coordinate with the County, which provides household hazardous wastes services. The City's role in the implementation of the Element include monitoring the participation of City residents in the County program, assisting in publicity, payment of landfill disposal surcharges to provide funding for the County program, and a stated willingness to consider a City-implemented program if the County program is not adequately serving the needs of Laguna Hills residents.²

Recognizing Regional Nuclear Hazards

The City will continue to recognize the Station's responsibility to distribute information regarding the hazards associated with the San Onofre Nuclear Generating Station and integrate such information into the City's Emergency Operations Plan.

STRATEGIES

Defining the Responsibility for Hazardous Waste Management

- D.1 Ensure that all businesses within the City adhere to the requirements of the City's adopted Hazardous Waste Management Plan by coordinating with the County Integrated Waste Management Department.
- D.2. Coordinate with the County of Orange Environmental Health Division to implement the cleanup of hazardous waste sites as part of the groundwater cleanup program.

Household Hazardous Waste

- D.3. Coordinate with the County Integrated Waste Management Department in an effort to ensure the implementation of the short and long-term goals of the City adopted Household Hazardous Waste Element.
- D.4. Emphasize public awareness of all County/City Household Hazardous Waste programs and activities.

Recognizing Regional Nuclear Hazards

- D.5. Recognize the San Onofre Nuclear Generating Station's responsibility to keep the public informed as to local and regional nuclear hazards associated with the station's operation and facilitate the distribution of appropriate public information to Laguna Hills residents.

² City of Laguna Hills Negative Declaration, Household Hazardous Waste Element, December, 1992

E. AIRPORT HAZARDS MANAGEMENT

ISSUES

- There are two airports in the general vicinity of Laguna Hills. John Wayne Airport is a general aviation facility located northwest of the City. The El Toro Marine Corps Air Station, which is restricted to military use at the present time, but is slated for closure in the near future, is located directly north of the General Plan study area. Although no re-use plan has been prepared for MCAS, El Toro, it has been suggested that the site could be converted from the current military operations into a civilian commercial airport facility.
- Portions of the study area to the south of MCAS, El Toro, are impacted by the operations of the military aircraft takeoffs and landings. As part of the Airport Installation Compatibility Use Zones (AICUZ) study completed by the Military, areas of potential safety hazards associated with flight operations within the area surrounding the base have been identified. The existing aircraft accident potential zones include a Clear Zone, Accident Potential Zone I, and Accident Potential Zone II (see Figure VI-2).
- Since the City of Laguna Hills and surrounding communities have developed around MCAS, El Toro, the safety of air operations have been well documented, and land uses in areas where accidents are the most likely to occur have been adjusted to conform to military regulations. These areas, referred to as Accident Potential Zones (APZs), are derived from Department of Defense studies of historical accident data of military airports. Each military airport has these accident potential zones, and the number and dimensions vary according to the category of aircraft using the airport. As described below and in Figure VI-2, portions of MCAS, El Toro, APZ II extend over a portion of the City's sphere of influence. Although they do not affect the General Plan study area, the MCAS, El Toro, Clear Zone and Accident Potential Zone I are also included for clarification.

Clear Zone: The clear zone lies immediately beyond the end of the runway and extends outward along the extended runway centerline for a distance of 3,000 feet. This distance was chosen because it represents the area within which two-thirds of all accidents occur. The Clear Zone also fans out from the runway starting from the end of the runway and 200 feet from the centerline, and extends 750 feet at its widest point. A clear zone is applied to each active runway.

Accident Potential Zone I: APZ I is a rectangular area beyond the clear zone that possesses a significant potential for accidents. This zone is 3,000 feet wide by 5,000 feet long, and is shaped to conform to the shape of the flight paths, since accidents occur more frequently on approaches than departures. The Military has recommended significant limitations on the types of allowable land uses and their intensity as a means of reducing concentrations of people within this area.

Accident Potential Zone II: APZ II is a rectangular area that extends beyond APZ I and still has a measurable potential for accidents. APZ II is normally designated under a flight path whenever APZ I is required. Dimensions of these zones are usually 3,000 feet wide by 7,000 feet long. If APZ I is not required, APZ II is not normally required since there is

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much less chance of a serious accident (as evidenced by having a APZ I). However, it may be required without a corresponding APZ I if an analysis of accidents and operations indicates the need for this zone. APZ II may be modified to represent the actual curve of a flight path. When APZ II is warranted, it is most often applied to approach paths.

- As plans for the reuse of the El Toro Marine Corps Air Station are finalized, so too is the risk associated with the potential of continuing aircraft operations in the future. Since general aviation airports, and even specialized civilian aircraft retrofit and/or repair operations, have different safety precautions and respond to a different regulatory agency than the military, the City of Laguna Hills will have the opportunity to participate in the redesignation of land use within overflight areas. Unfortunately, at the writing of this document discussions regarding the ultimate use of the facility have included both airport and non-airport plans. In order to provide information that may be useful in assessing the impact of potential civilian airport operations after military use of the base facilities has finished, a discussion regarding non-military airport operations has been included in the General Plan Approach portion of this section.

GOAL

Ensure compatibility between land uses in the General Plan study area and existing air operations from the El Toro Marine Corps Air Station, and work to eliminate potential impacts associated with its eventual reuse.

GENERAL PLAN APPROACH

Airport Land Use Compatibility

As described in the issues above, the City's sphere of influence is impacted by aircraft overflights from the MCAS, El Toro (see Figure VI-2). All land uses affected by the APZ II designation have been built to be compatible with the Military's Air Installations Compatible Use Zones Study (AICUZ), which currently restricts the height and intensity of structures. Because land uses proposed in the General Plan intend to increase the land use intensity of the area, the closure of the MCAS, El Toro, will provide an opportunity for the City to have a voice in future overflight regulation if such a use is selected to continue. It should also be noted that since the reuse of the base has not yet been planned, it is possible that impacts from new aircraft operations could range from the elimination of the current land use restrictions to the imposition of additional land use restrictions that are not limited to the current APZ II zone. In light of this possibility, the City will continue its efforts to actively participate in discussions regarding the reuse planning at the MCAS, El Toro facility.

The following information is intended to give a general background of what regulations could occur should the reuse of MCAS include the development of a commercial airport. It should be noted that the establishment of new commercial flight paths will need to be coordinated with the several existing airports in the region.

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Unfortunately, unlike other hazards that affect the City, the likelihood of an aircraft accident cannot be precisely measured. It is even more difficult to predict the accident potential given the uncertainty around the type of aircraft operations that could be possible at the MCAS. According to the National Transportation Safety Board (NTSB), the largest number of accidents involving fatalities for aircraft accidents occur on airport property. Fewer accidents occur in the surrounding area, with an equal number occurring within one mile and between one and five miles of the airport. In response to the hazards associated with airports, the Federal Aviation Administration provides regulation of airports and aircraft operations. This regulation extends outside the specific airport boundary both in the generalized airspace above the City and at the approach and takeoff portions of the runways. These areas are referred to as Part 77 Imaginary Surfaces and Air Safety Zones.

Federal Aviation Regulations Part 77, which addresses "Objects Affecting Navigable Airspace," establishes various imaginary surfaces, including approach surfaces, for determining when the heights of objects or structures may present a safety problem for aircraft using an airport. In practice, no physical structures are allowed to penetrate these surfaces, both for aircraft safety and radar operation. These surfaces slope upward from the runway at various angles, depending on the type of aircraft using the airport and airport weather capability (Division of Aeronautics 1983).

In addition to sloping imaginary surfaces, rectangular inner and outer safety zones are also used to denote critical takeoff and landing corridors. When these zones are specified, the length of the inner zones is usually equal to a quarter of the length of the clear zone. The total length of the safety zone varies between 2,000 and 5,000 feet, depending on the type of aircraft. These distances are derived from where the aircraft crosses the end of the runway to where the plane touches down and rolls to a stop.

The City will need to very closely monitor the actions taken by the civilian agencies who ultimately are given approval authority over the reuse of the MCAS, El Toro, in order to assure that any additional impacts are fully mitigated and consistent with other General Plan policies.

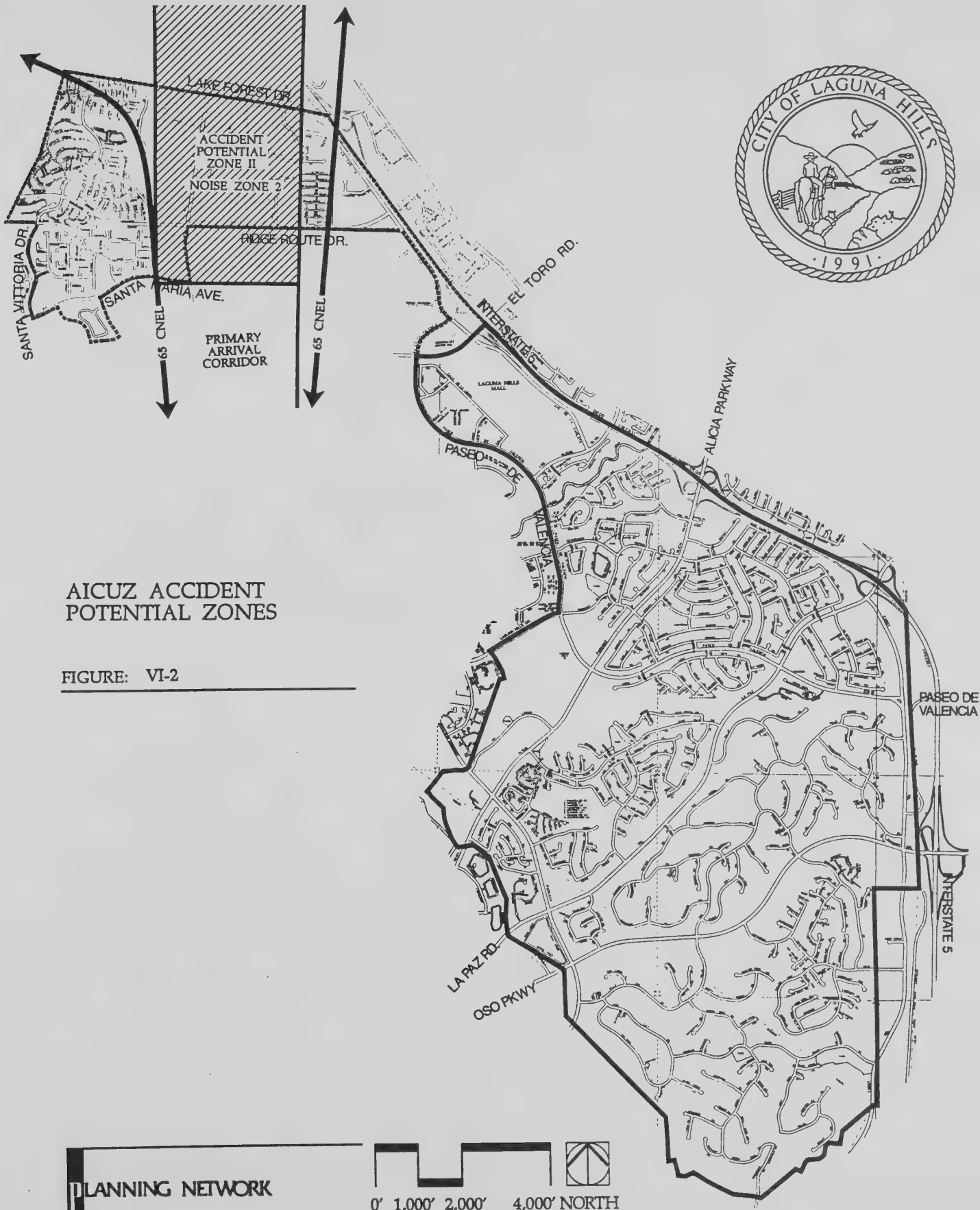
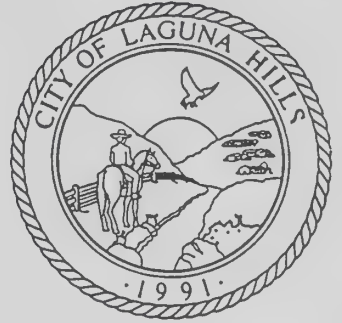
STRATEGIES

Airport Land Use Compatibility

- E.1 Limit the density and intensity of land uses within designated accident potential zones to that appropriate to the risk of occurrence.
- E.2 Ensure that adequate public notification regarding aircraft activities is provided to occupants of new development projects in areas subject to aircraft overflights.
- E.3 Actively monitor the proposed reuse of the El Toro Marine Corps Air Station and lobby against the introduction or continuance of aircraft operations that would adversely impact circulation within the General Plan study area.

CITY OF LAGUNA HILLS

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AICUZ ACCIDENT
POTENTIAL ZONES

FIGURE: VI-2

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VII. GENERAL PLAN IMPLEMENTATION AND MONITORING PROGRAM

VII. GENERAL PLAN IMPLEMENTATION AND MONITORING PROGRAM

The implementation programs of the Laguna Hills General Plan describe the specific actions that the City will take to implement the City's vision as expressed in goals, general concepts, and strategies of each General Plan Element. The General Plan Implementation Program is organized into the following components.

- The *Development Review Program* presents a comprehensive set of mitigation standards to be applied to new development within Laguna Hills. It also outlines the site-specific studies that will be required as part of the environmental review of development projects. These mitigation standards are used to help determine the consistency of proposed new development with policies contained in the Laguna Hills General Plan.
- The *Intergovernmental Coordination and Community Involvement Program* outlines programs to maintain open lines of communication with outside agencies and members of the community whose activities affect, and are affected by, the City of Laguna Hills.
- *Special Studies and Programs* represent longrange implementation measures that the community will undertake. Because they are longrange, these special studies are to be implemented at various times over the life of the General Plan. The Program assigns priorities that can be coordinated over time with the City's budget and capital improvements program.

The City Council will review and revise priorities each year as part of the General Plan Review and Update, as well as the local budget preparation process. Upon completion of the individual special studies, specific implementation programs may be adopted as appropriate.

- *Image Enhancement Program* contains a design program to enhance and maintain the City's physical image. An introductory paragraph identifies the agency responsible for implementing the action programs and the funding sources. A portion of this program will be instituted upon adoption of the General Plan, and will be implemented as part of the development review process throughout the life of the General Plan. Other portions of this program will be implemented as part of special studies and programs.
- *Housing Improvement Program* includes the implementation measures of the Laguna Hills General Plan Housing Element.
- *The General Plan Review and Update Program (as required by Government Code 65400(b))* is an annual review and evaluation of how well the General Plan is actually working. It provides decision makers with the chance to reprioritize General Plan strategies, eliminating those that have been completed or have proven ineffective, and directing staff to explore new techniques for implementing General Plan policy directives.

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- *The Growth Management Program* implements the provision of Orange County's Measure M. This program focuses on congestion management and mitigation of development impacts related to areawide transportation facilities.
- *Implementation Monitoring Program* provides an index of General Plan Strategies and related implementation programs along with a description of the responsibility, funding, and timing that is likely to be necessary to implement the General Plan.

GENERAL PLAN

A. DEVELOPMENT REVIEW PROGRAM

DEVELOPMENT REVIEW AND GENERAL PLAN CONSISTENCY

The purpose of this section of the General Plan is to outline a comprehensive set of mitigation standards to be used to help the City determine the consistency of proposed development projects with the communitywide mitigation standards and general concepts described in the General Plan. To assist in determining consistency with the General Plan, all projects should be analyzed using the following three step procedure.

Responsibility and Funding:

The Development Review Program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.

General Plan Land Use Designation

Step 1 The designation of land use districts identifies appropriate land uses and basic development intensities within each land use district. Developments will be reviewed to determine whether proposed land uses are consistent with the site's General Plan Land Use District. An initial determination can be made by comparing the proposed land use with the specific location on the General Plan Land Use Map (located in a map pocket at the end of the General Plan). Development projects, either new uses or expansions to existing uses, are permitted the development intensity of their site as indicated on the General Plan land use map and as described in the Land Use Element of the Community Development and Design chapter of the General Plan (see Table II-1).

Development intensities outlined in Table II-1 may be permitted *only if* the proposed project is consistent with all relevant mitigation standards and general concepts contained in the General Plan and all relevant mitigation standards contained in the Development Review Program.

Municipal Facilities and Services Mitigation Standards

Step 2 Public service mitigation standards are reviewed to identify applicable public services that will be affected by the proposed project. All development projects must demonstrate that they can either meet these objectives or incorporate the actions listed in the Master EIR.

Applicability:

Land use mitigation standards apply to all new developments within Laguna Hills, with the exception of construction of a single family dwelling on an individual lot. In addition, these mitigation standards apply to expansion of existing commercial, office, and business park development and addition of new dwellings to an existing multi-family development.

GENERAL PLAN

**Table VII-1
Municipal Facilities and Services Mitigation Standards**

Facility/Service	Mitigation Standard
Flood Control and Storm Drainage	Adequate facilities to protect structures for human occupancy and major roadways from the 100-year flood.
Water Facilities	Adequate fire flow as established by the Orange County Fire Department, along with sufficient water storage for emergency situations and for maintenance of service pressures on an ongoing basis.
Wastewater Facilities	Unrestricted flow in sanitary sewers during average and peak conditions.
Solid Waste Services	Once weekly pick up of residential solid waste. Street sweeping as needed to meet NPDES requirements. Meet solid waste diversion goals of 25% by the year 1995 and 50% by the year 2000.
School Facilities	Maintain a neighborhood school concept that provides capacity to meet projected enrollment.
Park Facilities	Six acres of active and passive parkland per 1,000 residents.
Fire Prevention and Suppression Services	Fire Suppression (first unit): Engine and crew (3 personnel) within five minutes in 90 percent of the incidents. Fire Suppression (all necessary resources): arrival of all units within 10 minutes in 90 percent of incidents. Emergency Medical Service (basic life support): arrival of fire company within 5 minutes at 90 percent of incidents. Emergency Medical Service (advanced life support): arrival of advance life support within 10 minutes at 90 percent of incidents.
Police Services and Crime Prevention	A 5 minute average response time for emergency calls. Provision of preventative patrol time at a rate of between 40 percent and 50 percent of an officer's workday.

Source: Laguna Hills General Plan, 1993.

Actions To Be Taken If Mitigation Standards Cannot Be Met

Development projects within the City of Laguna Hills shall not result in a quantifiable reduction in the level of services provided to existing development and as identified in Figure VII-1. Therefore, development projects within the City of Laguna Hills shall be required to:

- construct and/or pay for the new on-site capital improvements that are required to support the project;
- ensure that all new off-site capital improvements that are required by the project are available prior to certificates of occupancy;

GENERAL PLAN

- be phased so as to ensure that the capital facilities that will be used by the new development are available prior to certificates of occupancy;
- ensure that, in the event that public services or off-site capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development; or
- provide information that demonstrates to the satisfaction of the City Council that the beneficial impacts of the project outweigh service deficiencies created by the project, and that overriding considerations are appropriate.

Prior to approval of any new development or redevelopment project, the applicant shall review the proposed project with representatives of the individual service provider to determine whether all needed facilities and services needed to support the project will be provided in a timely manner. In cases where the new capital facilities needed by new development is greater than the new development's "fair share" of those facilities, at the City's discretion a reimbursement agreement or other financial mechanism may be established to enable the developer to recoup the cost of providing capital facilities beyond the need directly created by his project.

Review Mitigation Standards

Step 3 The final step involves a review of the basic General Plan development mitigation standards included in the Development Review Program. These standards provide a development review guideline for determining consistency for all new development projects with the General Plan.

Applicability:

General urban design mitigation standards apply to all new development with the exception of construction of a single family dwelling on an individual lot. These mitigation standards also apply to expansion of existing commercial, office, and business park development and the addition of dwelling units within an existing multifamily development.

GENERAL PLAN DEVELOPMENT
MITIGATION STANDARDS

General Urban Design Mitigation Standards

New or remodeled developments should establish an architectural and siting design theme that is compatible with surrounding existing and planned developments and includes the following:

- a relationship to prominent design features existing in the immediate area (i.e. trees, landforms, key elements of adjacent development, etc.);
- a relationship to existing structures; and
- the natural environment (i.e. hillsides, washes, native vegetation, community landscaping).

GENERAL PLAN

New development should create pleasing transitions to surrounding development, for example:

- the bulk of new structures should relate to the prevailing or planned scale of adjacent development;
- setbacks from streets and adjacent properties should relate to the scale of the structure and the function of the street and shall encourage pedestrian scale and uses; and
- tall structures should be made less imposing by physically stepping them back from street level.

New developments are to respect the identified views and view corridors of existing developments to the greatest extent possible.

- Where applicable, view corridors oriented toward existing or proposed community amenities, such as parks, open space, or natural features, should be enhanced.
- Subtle variations in architectural and landscape components that provide visual interest, but do not create abrupt changes or cause discord in the overall character of the neighborhood, are encouraged.
- Appropriate transitions between different projects are to be provided, including the provision of buffer areas, landscaping, and other similar treatments (e.g., hedges, walls, fences, berms, or landscaped open space).

A harmonious appearance of new development with the surrounding environment and existing developments based on the compatibility of individual structures rather than one specific style of architecture is encouraged.

Inclusion of gateways that create a visual sense of entry in all developments is encouraged.

- Gateways should range in scale as appropriate with their importance, and may identify an entrance to the City, subcommunity, development project, or single building.
- Gateways should include enriched paving, raised medians, signage, landscaping, and other features as appropriate.
- City gateways and entry treatments shall be consistent with the concepts discussed in the Image Enhancement Program.

Uninterrupted fences and walls are to be avoided, unless they are needed for a specific screening, safety, or sound attenuation purpose.

- Where they are needed, fences or walls should relate to both the site being developed and surrounding developments, open spaces, streets, and pedestrian ways.

GENERAL PLAN

- Fencing and walls should respect existing view corridors to the greatest extent possible.
- Fencing and walls should incorporate landscape elements or changes in materials, color, or texture in order to prevent graffiti, undue glare, heat, or reflecting, or aesthetic inconsistencies.

Lighting is to be designed to improve the visual identification of adjacent structures.

- Within commercial areas, lighting should also help create a festive atmosphere by outlining buildings and encouraging nighttime use of areas by pedestrians.
- In all projects, lighting fixtures should be attractively designed to complement the overall design theme of the project within which they are located.
- On-site lighting shall create a safe environment, adhering to established crime prevention standards, but shall not result in nuisance levels of light or glare on adjacent properties.

Ensure all exterior wall elevations of buildings and screen walls have architectural treatments that enhance the appearance of the building or wall.

- Compatible materials and consistent style should be evident within a development project in all exterior elevations.
- Secondary accent materials and colors should be used to highlight building features and provide visual interest.

Within multifamily, commercial, office, and mixed use business park developments trash enclosures, loading areas, mechanical equipment, and outdoor storage areas shall be screened from view from public streets, as well as from other public views, as appropriate.

Develop centralized parking lots and structures to promote walking rather than driving between individual businesses.

GENERAL PLAN

Freeway Corridor Mitigation Standards

Site Planning

An average 30 foot landscaped structure setback is to be provided adjacent to the freeway right-of-way. Structures should be set back various distances from the right-of-way to achieve the 30 foot average, but in no case should a setback be less than 15 feet. The objective is to avoid flat, straight walls at the edge of a fixed setback line and to create a more natural landscape pattern.

Parking may be provided within the freeway setback area provided a ten-foot wide buffer landscape area is maintained adjacent to the freeway right-of-way to effectively screen parked cars.

Project site plans may be oriented either to the freeway or to the adjacent street but in either case should provide an equal amount of site amenities throughout the project. Buildings should not turn their backs completely to either the freeway or adjacent street(s).

Applicability:

Freeway Corridor Mitigation Standards apply to all new development and expansion of existing commercial, office, and business park development meeting the following criteria:

- *the project is within 500 feet of the I-5 Freeway or San Joaquin Transportation Corridor right-of-way;*
- *the project is within 1,000 feet of the I-5 Freeway or San Joaquin Transportation Corridor right-of-way and is on a parcel greater than 40,000 square feet; or*
- *the project is within 1,000 feet of the I-5 Freeway or San Joaquin Transportation Corridor right-of-way and construction of structures three (3) or more stories in height is proposed.*

Architectural Design

Building forms and elevations should create interesting roof silhouettes, strong patterns of light and shadow, and integral architectural detail. Box-like structures and flat monotonous facades should be avoided.

Larger buildings should be designed to reduce their perceived height and bulk by dividing their mass into smaller parts carefully scaled to human size.

Buildings visible from the freeway, regardless of their orientation, should be designed to provide the same level of architectural detail on the freeway elevation as on other elevations of the building.

The use of full roofs is strongly encouraged on low rise buildings as a means of reducing the apparent scale of a building while reinforcing a low profile, more suburban form of architecture.

Buildings that have the potential to impact views from the freeway should submit detailed studies of view impacts.

Screening and Mechanical Equipment

Service areas including storage, special equipment, maintenance, and loading areas should be screened from public view with landscaping and architectural elements.

GENERAL PLAN

Refuse collection areas should be screened with a solid perimeter wall using materials and colors compatible with those of the adjacent structures. Refuse collection areas should be located on an interior building side yard and should be roofed if the contents of the area are visible from the freeway.

Loading docks and service areas should be located on interior side yards, concealed from freeway view (when side yard is opposite the direction of traffic).

Utility equipment and communication devices should be screened so that the project will appear free of all such devices. Utility lines shall be installed underground.

All roof mounted equipment shall be completely screened from public view on all sides and top if required. Particular attention should be given to the sides visible from the freeway with the intent of minimizing the need for screening devices to the greatest extent possible. Structures and devices used to screen roof mounted equipment should be architecturally compatible with the design of the building and should appear as an integral part of the building, not something that was added on at a later time.

Residential Infill Development Mitigation Standards

Mass and Scale

The overall scale of the building should respect the character and unique visual resources of an area by incorporating designs that minimize bulk and mass, follow natural topography, and minimize visual intrusion on the surrounding neighborhood character or the natural landscape.

- The visual bulk of new infill development and additions to existing structures should be kept in character with the surrounding development.
- Large expanses of any one material in a single plane should be avoided. Building mass is to be broken up with horizontal and vertical elements, especially on downhill elevations.

Applicability:

Residential infill mitigation standards apply to all new residential projects built in established neighborhoods in the City or if two or more of the following conditions apply:

- *the project is an addition to an existing house and the floor area of the addition is greater than 20% of the floor area of the existing house;*
- *the project involves movement of more than 500 cubic yards of earth by either excavation or fill;*
- *the project is of an architectural style or proposes the use of building materials or landscape materials so that it contrasts sharply with the character of surrounding development or the natural environment; and/or*
- *the project would substantially block existing views from one or more surrounding houses.*

GENERAL PLAN

Architectural Design

The architectural style, including materials and colors, should be compatible with the natural setting by encouraging designs that blend in with the surroundings.

The use of colors, textures, materials, and forms that will attract attention by not relating to other elements in the design of the structure is strongly discouraged.

Exposed structural and mechanical elements, unless well integrated into the design concept, are unsightly and are to be avoided.

Site Planning

Buildings shall be located on the site so that they do not adversely impact any environmentally sensitive areas, such as ridgelines, geologic hazards, unique landforms, and areas of high biological sensitivity.

Buildings shall be located on the site to minimize grading of hillsides by using designs that follow the natural grade while maintaining a building mass and scale that is sensitive to the topography.

Buildings should be located to preserve existing views as much as possible and allow new dwellings access to views similar to those enjoyed from existing dwellings. Locate all new dwellings so they interfere minimally with views of adjacent dwellings.

Landscape Treatment

Native vegetation is to be preserved to the greatest extent possible. The provision of additional native vegetation is encouraged to mitigate potential visual impacts and erosion concerns.

When new landscaping is provided, it should relate to the overall site plan in order to enhance the structure, soften its affect upon the neighborhood, protect views, and protect it from sun and wind.

Large retaining walls in a uniform plane should be avoided. Break retaining walls into elements and terraces and use landscaping to screen them from view.

Business Park Development Mitigation Standards

General Design Principles

The primary objective for business park development is the arrangement of structures and functions in a clean, campus-like setting reflective of quality, contemporary design.

A variety of structure and parking setbacks should be provided in order to avoid long monotonous facades and to create diversity within the project.

Applicability:

Business park mitigation standards apply to all new business parks, and office complexes, within the Mixed-use designation, as well as to proposed expansions of existing developments.

GENERAL PLAN

Setbacks from property lines should be provided proportionate to the scale of the building and in consideration of adjacent development. Larger buildings require additional setback area for a balance of scale and so as not to impose on neighboring uses.

Placement of structures should create opportunities for plazas, courts, or gardens.

The main elements of appropriate business park design include the following:

- a campus-like setting with strong pedestrian orientation;
- provision of plazas, courtyards, and landscaped open space;
- convenient access, visitor parking, and on-site circulation;
- service areas located at the sides and rear of structures;
- screening of outdoor storage, work areas, and equipment; and
- an emphasis on the primary business entry with significant landscaping.

Parking and Circulation

Parking lots should not be the dominant visual element on the site. Large expansive paved areas located between the street and the buildings are to be avoided in favor of smaller multiple lots separated by buildings and landscaping.

Buildings should be located on "turf islands," where the main entrance does not directly abut paved parking areas. A minimum five to seven foot wide landscape strip should be provided between parking areas and buildings.

Parking lots adjacent to and visible from public rights-of-way should be screened from view through combinations of earth berms, low screen walls, changes in elevation, and landscaping.

Architectural Design

The architectural theme or style of buildings should be one that is contemporary, with clean simple lines. Structures should project an image of high quality through the use of appropriate materials and settings that reflect a well landscaped, park-like environment.

- Architectural designs should employ an appropriate variety of forms and shapes to create visual character and interest.
- Long "unarticulated" facades shall be avoided. Facades with varied setbacks are strongly encouraged.
- Horizontal and vertical wall articulation should be expressed through the use of wall offsets, recessed windows and entries, awnings, full roofs with overhangs, second floor setbacks, and covered arcades.
- To avoid the "glass box" look walls should not be more than 50-60 percent transparent.

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There should be a consistent use of colors, materials, and detailing throughout all elevations of the building. Elevations that do not directly face a street should not be ignored or expected to receive only minimal architectural treatment.

The use of architectural elements that define the main entrance and organize space at the ground plane (i.e., arcades, colonnades, and covered walkways) is encouraged. Such elements help to reinforce the pedestrian scale of the building and contribute to its overall low-rise character.

Projects containing several buildings should provide variety in building size and massing. A transition from low buildings on street frontages to larger, taller structures on the interior of the project is encouraged.

Roof Design

The design of a building's roof contributes strongly to its image as a quality, permanent structure. Buildings with full pitched roofs project a more low-profile image and reinforce the semi-rural character desired for Laguna Hills.

- Roofs may be gable, hip, or shed-type, but, in all cases, should either be full pitched or should appear so from the street.
- Any flat portions, such as for equipment wells, should be relatively small and not visible from the streets and other areas where the public has access.
- On larger buildings, pitched roofs should be multi-planed to avoid large expanses of monotonous, single-planed roofs.

All roof equipment shall be completely screened from a horizontal line of sight. Such screening should be an integral part of the building design and not appear as a tacked-on afterthought. Ground-mounting of mechanical equipment (with appropriate wall or landscape screening) is encouraged as an alternative to roof-mounting.

Landscaping

Landscaping should be designed as an integral part of the overall site plan design. Landscaping and open spaces should not be relegated to pieces of the site left over after buildings, parking, and circulation have been laid out.

Landscape design should accent the overall design theme and help to reinforce the pedestrian scale of the project through the use of structures, arbors, and trellises that are appropriate to the particular architectural style of the project. Pedestrian amenities should be provided throughout the project including benches, trash receptacles, drinking fountains, and lighting.

The use of water efficient landscape materials and the installation of appropriate irrigation systems are required. The concept of water efficient landscape design is embodied in the term "Xeriscape." Xeriscape is the conservation of water and energy through creative landscaping. The word Xeriscape comes from the Greek word "Xeros" meaning "dry." This does not mean that the landscape is brown or devoid of plants. However, it does mean that it is a well designed landscape providing the same lush appearance as other non-xeriscape landscapes, but requires less water and maintenance.

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Whenever landscaping of the public parkway is required it should be designed in coordination with the project's on-site landscaping to provide an integrated design concept along street frontages.

Project entries should be designed as special statements reflective of the character of the project in order to establish identity for tenants and visitors. Accent planting, specimen trees, enhanced paving, and project entry signs should be used to reinforce the entry statement.

Refuse, Storage, and Equipment Areas

Refuse containers, service areas, loading docks, etc. should be located in areas out of view from the general public and so that their use does not interfere with parking and circulation.

Any outdoor equipment, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from view. The method of screening must be architecturally integrated with the adjacent structure in terms of style, materials, and color.

Trash storage areas that are visible from the upper stories of adjacent buildings should have an opaque or semi-opaque horizontal screening (such as a trellis) to mitigate unsightly views. The covering structure should be compatible with the site's architecture.

Signs

Every building should be designed with a precise concept for adequate signing. Provisions for sign placement, size, and the readability of the sign should be considered in developing the overall signing concept. All signs should be highly compatible with the building and site design relative to color, material, scale, and placement.

Monument signs are the preferred sign type for business park identification. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the business park complex and address.

The site should be appropriately signed to give directions to loading and receiving areas, visitor parking, and other special areas.

CIRCULATION AND TRANSPORTATION

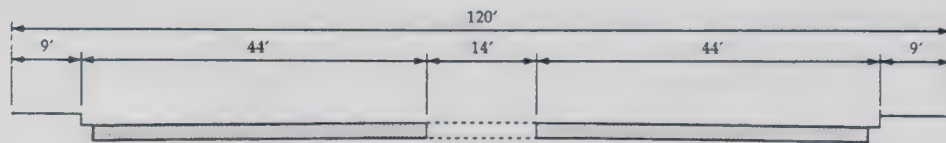
All public rights-of-way are to be consistent with the General Plan master planned roadways designated on the General Plan Circulation Map (see map in back pocket), and with the typical sections described in Figure VII-1. A level of service (LOS) "D" (and "E" at the peak hour) shall be the performance objective for all intersections in the City.

Applicability

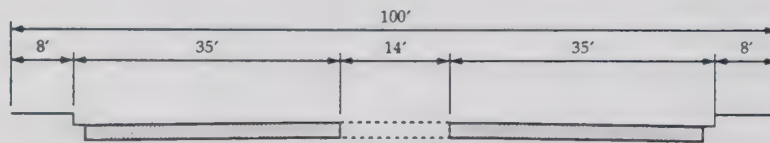
Standards for the development of public rights-of-way shall apply to all new development and the expansions of existing development.

GENERAL PLAN

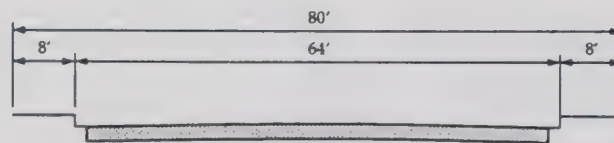
Figure VII-1
Typical Roadway Cross Sections



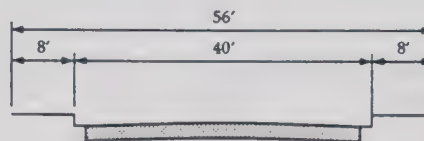
MAJOR
6 Lane Divided Roadway



PRIMARY
4 Lane Divided Roadway



SECONDARY
4 Lane Undivided Roadway



COMMUTER
2 Lane Undivided Roadway

CITY OF LAGUNA HILLS

GENERAL PLAN

EDUCATIONAL FACILITIES

Residential development applications subject to the educational facilities mitigation standards will be submitted to the Saddleback Unified School District. The District will be requested to indicate the level of facilities available to house new students that would be generated from the project.

New residential development shall be responsible for providing the necessary funding/resources to establish or expand facilities commensurate with their project impact. In cases where existing school capacity is not sufficient to house the students expected from a development, implementation of appropriate funding mechanisms will be required to the extent permitted by State law.

Potential funding mechanisms include:

- contractual arrangements between the school district and the developer to provide funds for schools over and above those that can be required by law by the City as a condition of project approval;
- development fees collected at the time of building permits;
- dedication of land;
- lease-back turn key programs;
- special assessment districts (e.g., Mello Roos Community Facilities District) for the proposed development area; and
- other similar mechanisms.

Applicability:

School facilities mitigation standards apply to all new residential developments, including the construction of a single family dwelling on an individual lot, as well as to the addition of new dwelling units within existing multifamily developments.

Residential projects restricted to senior citizens and commercial, office, business park, and other non-residential uses are exempt from these performance standards, but shall be required to pay legally established commercial/industrial development fees.

PARKS AND RECREATION

All new residential development shall be required to pay such development impacts fees as the City may establish for the provision of parks and recreational facilities.

Multifamily development projects shall be required to provide sufficient active on-site recreational facilities (e.g., swimming pools, basketball courts) to meet the daily needs of residents.

Applicability:

Parks and recreation mitigation standards apply to all new residential developments, including construction of a single family dwelling on an individual lot.

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FIRE PREVENTION AND SUPPRESSION

Roadways and internal circulation systems shall be designed to accommodate fire suppression equipment with adequate turnaround areas as determined by the Orange County Fire Department.

All new development shall be provided with the water facilities needed to meet fire flow requirements as determined by the Orange County Fire Department. Where necessary, existing fire hydrants are to be tested to confirm adequate fire flows.

Proposals for new development will be referred to the Orange County Fire Department to determine projected response times to the project site and to provide appropriate fire hazard management recommendations for inclusion by the City as project conditions of approval.

Applicability:

Fire prevention and protection mitigation standards apply to all new development, expansion of existing commercial, office, and business park uses, as well as to new dwelling units within existing residential developments.

CRIME PREVENTION AND SUPPRESSION

New development proposals will be referred to the Orange County Sheriff's Department for review and comment, as well as for security recommendations for inclusion by the City as project conditions of approval.

New developments, other than a single family home being constructed on an individual lot, will be required to provide on-site security during construction, commensurate with the scale of the development and level of risk, as a means of preventing potential theft and vandalism.

Crime shall be discouraged through the incorporation of "defensible space" concepts into the design of dwellings and structures as outlined in Table VII-2

Applicability:

Crime prevention mitigation standards apply to all new development; expansion of existing commercial, office, and business park development; and to the creation of new dwelling units within existing multi-family developments.

GENERAL PLAN

Table VII-2
Defensible Space Mitigation Standards

Residential Uses

Provide well lighted and visible streets and street names, entrances, and house numbers within urban areas; within rural areas provide lighted house numbers.

Provide visually well defined separation between public and private areas.

Place windows so as to allow easy resident surveillance of yards, corridors, entrances, parking areas, streets, and other public and semi-public places.

Provide landscaping that permits surveillance of open areas and entryways, and does not create places for concealment.

Within multifamily projects, eliminate undefined hallways, especially double-loaded corridors shared by large numbers of families.

Within multifamily projects, design entries and circulation corridors so that as few families as possible share a common lobby, facilitating the recognition of strangers.

Within multifamily projects, provide well lighted and, where possible, windowed apartment stairwells.

Within multifamily projects, limit access into and between buildings so escape routes are fewer and undetected entrances are more difficult.

Commercial and Business Park Uses

Design landscaping, buildings, and wall locations to facilitate surveillance from the street and from neighboring structures, without providing places for concealment.

Design the street system and driveways to allow emergency vehicle access around buildings, to the greatest extent possible.

Locate parking and walkways where surveillance from streets or by an attendant is possible to reduce worker or customer isolation when walking to and from cars.

Keep first floor windows to a minimum, make such windows burglar resistant, and/or place them so as to promote surveillance from adjacent streets.

Limit access to buildings or building groups, as well as access between buildings, so escape routes are fewer and undetected access to buildings is made more difficult.

Eliminate the potential for access to roofs by pallets, flag poles, etc.

Where possible, design areas so that they can be sealed off when not in use.

Install alarm systems on a zone basis so that the entire area does not need to be sealed off in an emergency.

Provide adequate illumination of street names and building numbers for easy identification.

Design facilities to promote surveillance from streets and nearby buildings.

Provide adequate lighting.

Source: Planning Network, 1993.

GENERAL PLAN

EMERGENCY SERVICES AND FACILITIES

New development projects will be required to provide a minimum of two points of ingress and egress, or more as required by the Orange County Fire Department, Orange County Sheriff's Department, and the City of Laguna Hills, to maintain adequate access in the event of an emergency situation.

Applicability:

The disaster response mitigation standard applies to all new developments except a single family home being constructed on a single lot.

AIR QUALITY

General Air Quality Mitigation Standards

Transportation Demand Management

Prior to approval of a development or redevelopment project, the project applicant shall demonstrate consistency with the City's Transportation Demand Management Ordinance. If the project is considered significant, pursuant to the definition of significance in the ordinance, consistency will require the applicant to identify how the project incorporates the detailed provisions contained in the ordinance.

Applicability:

General air quality mitigation standards apply to all new development and the expansion of existing development.

Proposed development projects are required to demonstrate consistency with the Congestion Management Plan. To demonstrate consistency with the Congestion Management Plan, a Traffic Impact Analysis pursuant to CMP requirements for new development projects must be prepared. The Traffic Impact Analysis must include a Transportation Demand Management Plan describing the proposed trip level and outlining proposed transportation demand management measures for the project to achieve the trip level proposed. Measures that shall be incorporated into this Plan include, but are not limited to, the following:

- develop a trip reduction plan that reduces employee trips through telecommuting, alternative work weeks, or alternative transportation modes for facilities, buildings, or businesses with 100 or more employees;
- form or participate in a Transportation Management Association (TMA);
- establish off peak hours for deliveries.

Where new privately sponsored projects or redevelopment projects are proposed, project applicants shall be contacted and shall coordinate a formal agreement executed with the local transit services, including OCTD and Dial-A-Ride services, that identifies the improvements needed to facilitate the use of transit. Exemptions will only occur where transit facilities are not planned to extend to the project area.

GENERAL PLAN

Site Design

Prior to issuance of a building permit for any development or redevelopment project, the applicant shall demonstrate incorporation of site design features that encourage use of alternative forms of energy and modes of transportation as suggested by the Air Quality Management Plan. Compliance will require the applicant to identify the site design features incorporated within the proposed building and design for approval by the City Building Official. Site design features to be considered shall include, but not be limited to, the following:

- use turf block instead of paving for driveways with limited use or emergency access only;
- provide pedestrian walkways both within the development and connecting to nearby commercial uses;
- provide teleconferencing or video conferencing facilities or equipment;
- contribute to centralized telecommuting facility in the City;
- require percentage of parking spaces reserved for carpools/van pools;
- provide bicycle racks;
- provide shower/locker room facilities for employees;
- provide bikeways and pedestrian oriented design plans;
- provide on-site truck stacking and/or loading zones; and
- use alternatively fueled (low emission) vehicles or electric (zero emission) vehicles.

Prior to approval of any development project, incorporate the report of a certified arborist, landscape architect, and/or qualified horticulturist into the review and approval of landscape proposals through the design review process. The design shall indicate how plant materials and other landscape architectural features will be utilized to promote cooling during hot periods and prevent wind chill during the cool season. The following techniques shall be considered in the design of development projects:

- Incorporate the use of deciduous trees in landscaping plans, especially near buildings and around expanses of paved areas.
- Incorporate deciduous vines, trellises, and canopies to shade south and westward facing walls, to cool them in summer months.
- Provide wind breaks to protect against winter and Santa Ana winds.
- Plant trees and hedges close to buildings should be located so as to channel beneficial cooling breezes through openings.
- Improve solar gain through tree plantings adjacent to buildings.

GENERAL PLAN

- apply non-toxic soil stabilizers according to manufacturers' specifications to all previously graded areas that have been inactive for ten (10) days;
- replace ground cover in disturbed areas immediately at the suspension of construction in the area;
- water active sites at least twice daily;
- enclose, cover, water twice daily, or apply non-toxic soil stabilizers according to manufacturers' specifications to exposed soils materials with a five percent or greater silt content;
- suspend grading activities when wind speeds (instantaneous gusts) exceeds 25 miles per hour;
- apply water three times daily or non-toxic soil stabilizers according to manufacturers' specifications to unpaved construction roadways;
- enforce a 15 miles per hour speed limit on unpaved portions of the construction site;
- pave construction roads that have a traffic volume of more than 50 daily trips by construction equipment or more than 150 total daily trips.

Air Quality Mitigation Standards for Low Density Residential Development

Design of new subdivisions shall encourage opportunities for residents to work at home, thereby reducing vehicle trips and associated vehicular emissions.

- House designs that provide work spaces are encouraged.
- Where feasible, high-technology telecommunication links (fibre optic) are to be incorporated into project infrastructure.
- The number of telephone lines and phone jacks within individual dwellings should be sufficient to facilitate working at home, including setting up a computer work station with a fax and modem.
- The development's roadway system is to be designed to accommodate bicycle and pedestrian travel.
- Roadway widths shall be adequate so as to accommodate both vehicular and bicycle traffic.

Applicability:

Air quality mitigation standards for low density residential projects apply to new single family detached subdivisions with an overall density equal to or greater than one dwelling unit per gross acre.

GENERAL PLAN

- Where feasible, multiple walkway/bicycle access points shall be provided along the perimeter of the subdivision, as well as *through* cul-de-sacs so that more direct and convenient access for those modes of transportation will encourage their use.
- Neighborhood pedestrian/bicycle routes are to be connected to community routes to facilitate their use in replacing some automobile trips.
- Where residential subdivisions are located adjacent, pedestrian walks and bicycle routes should connect directly into shopping centers, schools, parks, and other local destinations to facilitate their use in replacing some automobile trips.
- Adequate space and lighting shall be provided to pedestrian/bicycle connections to avoid a "tunnel effect."
- Pedestrian barriers along walkways (e.g., lighting standards, utilities/transformers) shall be minimized. Where they cannot be avoided, additional width shall be provided along the walkway to facilitate pedestrian access.
- Within gated developments, provision of separate, but proximate, access points for pedestrians and vehicles shall be provided where feasible to enhance the convenience of pedestrian/bicycle travel without sacrificing access control.
- Sidewalks shall be a minimum of six feet in width and, where feasible, be separated from the street by a parkway.

Air Quality Mitigation Standards for Multifamily Development

Because multifamily densities can support transit, multifamily developments *should* be located along primary arterial roadways, ideally within 1/8 mile of an existing or potential future transit stop.

Applicability:

Air quality mitigation standards for multifamily development apply to all new townhouse, condominium, and apartment projects, including proposals to add new units to existing developments.

- Roadway widths on perimeter roadways shall be adequate so as to accommodate both vehicular and bicycle traffic. Within the project site, pedestrian and bicycle travel should be separated from vehicular access.
- Where feasible, multiple walkway/bicycle access points shall be provided along the perimeter of the development to facilitate direct and convenient access for those modes of transportation, and thereby encourage their use.
- Internal pedestrian/bicycle routes are to be connected to community routes to facilitate their use in replacing some automobile trips.

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- Where development is located adjacent, pedestrian walks and bicycle routes should connect directly into shopping centers, schools, parks, and other local destinations to facilitate their use in replacing some automobile trips.
- Adequate space and lighting shall be provided to pedestrian/bicycle connections to avoid a "tunnel effect."
- Pedestrian barriers along walkways (e.g., lighting standards, utilities/transformers) shall be minimized. Where they cannot be avoided, additional width shall be provided along the walkway to facilitate pedestrian access.
- Within gated developments, provision of separate, but proximate, access points for pedestrians and vehicles shall be provided where feasible to enhance the convenience of pedestrian/bicycle travel without sacrificing access control.
- Sidewalks shall be a minimum of six feet in width and, where feasible, be separated from the street by a parkway.

To reduce the use of single occupant vehicular travel, telecommuting centers shall be provided in multifamily developments exceeding 150 dwelling units. Whenever possible, this center is to be located within the project recreation center so as to eliminate the need to construct a separate structure.

Air Quality Mitigation Standards for Retail Development

To facilitate pedestrian access and afford it a priority equal to vehicular circulation within retail development:

- Berms and other grade differentials that require the pedestrian to travel up or down between buildings or to access the retail development are to be avoided. As a rule of thumb, the maximum grade break should be three feet.
- On-site circulation should separate pedestrian and bicycle traffic from vehicular traffic. Pedestrian walkways shall be clearly defined to enhance safety and convenience, particularly in instances where pedestrians must cross large parking areas.
- Retail centers should follow an "L" or "U" shape, with a portion of the buildings located near the street and parking located between or behind buildings. Centers designed with parking as the sole use along the street frontage are to be avoided.

Applicability:

Air quality mitigation standards for retail development apply to all new retail commercial centers, as well as to proposals to intensify the use of existing retail centers. Where relevant, these performance standards will also be applied to the retail portion of mixed use office/retail developments.

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- When a retail center is located within 1/4 mile of an existing or planned transit stop, building setbacks should be limited to reduce the distance between the transit stop and buildings. Buildings should be located on the front of the lot, adjacent to the streetscape, to reduce pedestrian travel distances.
- As required by the City Traffic Engineer, a transit stop shall be constructed along the adjacent public roadway as part of required street improvements.
- Site planning should favor pedestrians by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience.

Air Quality Mitigation Standards for Office and Business Park Developments

To facilitate pedestrian access and afford it a priority equal to vehicular circulation within Office and Business Park Developments:

- Berms and other grade differentials that require the pedestrian to travel up or down between buildings or to access the retail development are to be avoided. As a rule of thumb, the maximum grade break should be three feet.
- On-site circulation should separate pedestrian and bicycle traffic from vehicular traffic. Pedestrian walkways shall be clearly defined to enhance safety and convenience, particularly in instances where pedestrians must cross large parking areas.
- Office buildings are to be located near the street and parking is to be located between or behind buildings. Office complexes with parking as the sole use along the street frontage are to be avoided.
- When an office development is located within 1/4 mile of an existing or planned transit stop, building setbacks should be limited to reduce the distance between the transit stop and buildings. Buildings should be located on the front of the lot, adjacent to the streetscape, to reduce pedestrian travel distances.
- When requested by the Metropolitan Transit Authority, a transit stop shall be constructed along the adjacent public roadway as part of required street improvements.
- Site planning should favor pedestrians by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience.

Applicability:

Air quality mitigation standards for office and business park development apply to all new office and business park developments, as well as to proposals to intensify the use of existing developments. Where relevant, these performance standards will also be applied to the office and business park portions of mixed use developments.

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- Office developments are to be designed to facilitate bicycle ridership as follows:

One, secured bicycle parking space is to be provided for every 20 required automobile spaces.

Double loaded galvanized steel bicycle racks should be utilized for short-term parking. Where long-term storage is desired, bicycle lockers should be provided.

- A reduction in parking standards up to ten percent may be granted by the City in exchange for preparation of a transportation demand management program that will increase average vehicle ridership to 1.5. For every 100 square feet of reduced parking area, an additional 50 square feet of landscaped area shall be provided over that which would be otherwise required, and building area may be increased by 50 square feet.
- A minimum of 10 percent of the required parking spaces shall be reserved for employee car and van pools. These parking spaces shall be located as near the primary employee entrance as is feasible.
- When a retail center is located within 1/4 mile of an existing or planned transit stop, building setbacks should be limited to reduce the distance between the transit stop and buildings. Buildings should be located on the front of the lot, adjacent to the streetscape, to reduce pedestrian travel distances.
- When required by the City Traffic Engineer, a transit stop shall be constructed along the adjacent public roadway as part of required street improvements.

BIOLOGICAL RESOURCES

Areas with viable biotic habitat are to be protected in place unless one or more of the below listed conditions can be met. Viable habitats are defined as the vegetative resources that contribute to habitat carrying capacity (vegetative species diversity, faunal resting areas, foraging areas, and food sources) and other significant biotic features. Such areas are to be protected unless one or more of the following can be found:

Applicability:

Biotic resource mitigation standards apply to all development projects.

- the area has been designated as having little or no value as viable habitat and could not be improved;
- the disruption of the habitat will be mitigated elsewhere on the site so as to create an improvement of the overall habitat;

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- the site has been included in a local or regional habitat conservation plan where disruption of the site will be offset by improvements elsewhere in the planning area;
- the site has been reviewed in the City's Open Space Management Plan as having no existing viable habitat worthy of preservation or improvement; or
- an environmental finding is made that includes a statement of overriding considerations that outweigh the development impacts.

The City will work with the Federal, State and regional agencies in an effort to comply with applicable requirements of the Federal and State Endangered Species Act and Federal Clean Water Act in areas determined to be environmentally sensitive.

ENERGY RESOURCES

To ensure that the City's Mitigation Standards on Energy are met, projects shall be reviewed to assess their compliance with the following criteria:

- design buildings in groups or clusters with protected indoor or plaza/open areas that promote both exterior accessibility and enjoyment within a protected environment;
- construct internal circulation roadways at the minimum widths necessary for safe circulation to minimize solar reflection and heat radiation; utilize shade trees within parking areas to place 50 percent of the parking area surface in the shade at noon during the summer equinox;
- where possible, locate reflective surfaces (i.e., parking lots) on the north and east sides of buildings to decrease potential heat gain and reflection to adjacent buildings; alternatively, where parking areas must be located to the south or west of buildings, provide landscaping to reduce potential heat gain;
- where possible, orient glass toward the south, the side with the greatest amount of solar access (heat gain potential);
- use appropriate building shapes and locations to promote maximum feasible solar access to individual units;
- design individual buildings to maximize natural internal lighting through the use of court wells, interior patio areas, and building architecture. Site plan elements (e.g., buildings, landscaping) should protect access to sunshine for planned solar energy systems and/or for solar oriented rooftop surfaces that can support a solar collector or collectors capable of providing anticipated hot water needs of the building;

Applicability:

Energy conservation mitigation standards apply to all new development, as well as to expansion or remodeling of existing commercial, business park, and multiple family developments.

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- use canopies and overhangs to shade windows during summer months while allowing for reflection of direct sunlight during winter months;
- install windows and vents in commercial and industrial buildings to provide the opportunity for thorough ventilation;
- use reflective roof materials to reduce solar gains, unless a passive heat system is provided;
- incorporate the use of deciduous trees in landscaping plans, especially near buildings and around large expanses of parking lots or other paved areas;
- incorporate deciduous vines on walls, trellises, and canopies to shade south and west facing walls, to cool them in summer months; and
- incorporate wind breaks to protect against winter winds.

In addition, developers are to be encouraged to cooperate with Southern California Edison (SCE), the Gas Company, and the South Coast Air Quality Management District (SCAQMD) to set up energy conservation demonstration projects, and to serve as a laboratory for testing new energy conservation techniques.

WATER RESOURCES

To meet the City's overall water conservation mitigation standard, projects will be reviewed to assess their compliance with the following:

- incorporation of drought tolerant and low water using plants in the landscape plans; maximization of preservation of natural vegetation;
- incorporation of water conservation techniques into the design of the irrigation system through such techniques as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, and automatic irrigation systems;
- clustering of landscaped areas to maximize the efficiency of the irrigation system; design of irrigation systems to eliminate watering of impervious surfaces;
- use of reclaimed water, where feasible, for landscape irrigation; and
- installation of water conserving kitchen and bathroom fixtures and appliances, installation of thermostatically controlled mixing valves for baths and showers, and insulation of hot water lines, as per City adopted UBC requirements.

Applicability:

Water conservation mitigation standards apply to all new development projects, as well as to the expansion or remodeling of existing commercial, office, business park, or multiple family developments. Individual landscaping on single family parcels is not subject to City review.

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Where reclaimed water is or can be made available by the Moulton Niguel and El Toro Water Districts within five (5) years of water system construction, the installation of a reclaimed water system for irrigation purposes will be required.

HISTORIC, PALEONTOLOGIC, AND ARCHAEOLOGIC RESOURCES

Appropriate studies of proposed development sites are required for any project that may impact a known or potential site of historical, archaeological, or paleontological significance. All significant resources, as defined by CEQA Guidelines, are to be preserved in place.

The following shall be included as a condition of approval of all new development projects, including intensification of existing development:

"If cultural resources are discovered during project construction, all work in the area of the find shall cease, and a qualified archaeologist or paleontologist shall be retained by the project sponsor to investigate the find, and to make recommendations on its disposition. If human remains are encountered during construction, all work shall cease and the Orange County Coroner's Office shall be contacted pursuant to procedures set forth in Section 7050.5 of the Health and Safety Code."

Applicability:

Mitigation standards apply to all new development and intensification of existing development that will result in any disturbance to the natural ground surface.

GEOLOGY AND SEISMICITY

The design of all new structures shall comply with the latest Uniform Building Code seismic design standards, as well as supplemental design criteria necessary to ensure that:

- all uses needed for emergency response are designed to withstand sufficient "g" force to remain functional; and
- the guidelines of Table VI-1 are met.

Applicability:

Seismic and geologic hazards management mitigation standards apply to all new developments, as well as to expansions or remodeling of existing development.

Site-specific soils studies will be required to be submitted concurrent with submittal of grading and/or building permit applications to determine on-site soils and geologic conditions and to define the site-specific design criteria needed to avoid the unacceptable risks outlined in Table VI-1, Page VI-2 of the General Plan.

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STORMWATER MANAGEMENT AND FLOODING

The incremental increase in stormwater runoff that will be created by a proposed development is to be retained or detained on-site unless adequate discharge downstream capacity is available. "Available capacity" is defined as not measurably expanding downstream 10-year, 25-year, or 100-year flood levels or requiring the replacement of natural drainage courses with concrete lined channels.

Applicability:

Stormwater management and flooding mitigation standards apply to all new development. In addition, these standards apply to expansion of existing commercial, office, and business park uses, as well as to increasing the number of dwelling units within an existing multifamily residential development.

The use of pervious paving materials in hardscape areas is to be maximized, along with the provision of swale designs in landscape or grassy areas that slow runoff and maximize infiltration. Where feasible, the discharge of roof drainage is to be directed into pervious areas to reduce increases in downstream runoff.

NOISE

Community Noise Assessment Mitigation Standards

For purposes of community noise assessment, potential changes to the existing noise and traffic conditions can adversely affect the ambient noise conditions. These can be characterized by measurable increases in noise levels and indirectly by increases in traffic volumes. Any project that meets or exceeds any of the following criteria shall be required to prepare an acoustical analysis and provide such mitigation as is necessary to meet the noise compatible land use mitigation standards contained in Table VII-3:

- *Addition of more than ten percent to the volume of average daily traffic of any arterial street.* This traffic volume addition is more than incremental and could result in measurable noise increases.

- *Addition of 1,000 or more vehicles in the peak hour on adjacent roadways.* This traffic volume addition is more than incremental and could result in measurable noise increases.

- *Projected noise levels, as identified in the Laguna Hills General Plan Environmental Impact Report, exceed the noise compatible land use performance objective contained in Table VII-3.* Because the noise-related performance objective will be exceeded, site-specific analysis and mitigation will be required to meet specified objectives.

Applicability:

Mitigation standards for noise apply to all new developments as well as to expansion of existing commercial, office, and business park developments and addition of dwelling units to an existing multifamily development, with the exception of construction of a single family dwelling on an individual lot.

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- *The potential exists for on-site operations to exceed the noise compatible land use mitigation standards contained in Table VII-3 on adjacent properties. The potential to exceed noise mitigation standards on adjacent properties is a significant impact that must be mitigated.*

Table VII-3
Interior/Exterior Noise Mitigation Standards

Land Use	Maximum Exterior	Maximum Interior
Rural, Single Family, and Multi-Family Residential	65 dBA CNEL ¹	45 dBA CNEL ¹
Schools:		
Classrooms		45 dBA L _{eq} ¹
Playgrounds	70 dBA L _{eq}	---
Libraries	---	45 dBA L _{eq}
Hospitals/Convalescent Facilities:		
Sleeping Areas	---	45 dBA CNEL
Living Areas	65 dBA CNEL	50 dBA CNEL
Reception, General Office, Clerical	---	50 dBA L _{eq}
Hotels/Motels:		
Sleeping Areas	---	45 dBA CNEL
Reception, General Office, Clerical	---	50 dBA L _{eq}
Places of Worship	65 dBA L _{eq}	45 dBA L _{eq}
Open Space/Recreation:		
Wildlife Habitat	60 dBA CNEL	---
Quiet, Passive Areas	65 dBA L _{eq}	---
Active Recreation Areas	70 dBA L _{eq}	---
Commercial and Business Park	---	45 dBA L _{eq}
Private Office	---	50 dBA L _{eq}
General Office	---	55 dBA L _{eq}
Restaurant, Retail Store, etc.	---	65 dBA L _{eq}
Warehousing		

Source: LSA Associates, 1993.

¹ CNEL and L_{eq} noise rating scales are described in the Laguna Hills General Plan Master EIR.

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Noise Mitigation Standards

One or more of the mitigation standards described in the following Table shall be provided as necessary to mitigate project-related noise impacts to a level of insignificance as defined by Table VII-4.

Table VII-4
Project Related Noise Impact Mitigation Standards
from Mobile and Stationary Sources

Mitigation Measure	Recommended	Mandatory
Project Site Planning		
Orient buildings for use in buffering or attenuating noise.	■	
Route or align roadways away from noise sensitive receptors where this can be accomplished without creating other significant impacts.	■	
Place the highest noise sources sufficiently distant from adjacent sensitive uses.	■	
Landscape Treatment		
Utilize landscape materials and softscape design to break up and baffle hard surfaces, thus minimizing reverberation. Scientific evidence is available that demonstrates that soft surfaces absorb more sound than hard surfaces.	■	
Utilize open space and landscaped buffers between uses to naturally attenuate noise with distance. Project applicants shall be responsible for providing open space buffers in the form of easements to eliminate noise encroachment from having an adverse effect. The distance shall be sufficient to meet the exterior noise standards for the land uses identified in Table II-5.	■	
Architectural Design		
Place fixed equipment in commercial retail and business park uses, such as air conditioning units, inside an enclosed space, or in shielded locations.		■
For commercial, office, and business park uses, place rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential.		■
Where appropriate, provide such features as sound rated windows, additional insulation in exterior walls or roofing systems, vent or mail slot modifications or relocation, and/or forced air ventilation.	■	
Notice Aircraft Overflight		
Prior to the issuance of any certificates of use and occupancy, sale, lease or rental of any newly developed structure, a notice stating that the property is subject to the overflight, sight, and sound of aircraft operating from the El Toro Marine Corps Air Station must be distributed to each prospective purchaser, lessee, or tenant.		■

Source: Planning Network, 1993.

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Mitigation standards that are not acceptable to the City include, but are not limited to, incorporating berm/wall combinations in the project design to attenuate noise. This technique is effective in attenuating noise, but conflicts with the image objectives of the City.

Acoustical Analysis Preparation Criteria

Proposed projects subject to the preparation of an acoustical analysis shall be evaluated for noise/land use compatibility according to the following criteria:

- The Land Use Compatibility for Community Noise Environments matrix, (Figure VII-2) shall be used to determine the compatibility of land use when evaluating proposed new land uses in the City. The matrix shall be used as a guide to assist in determining the acceptability of noise for existing or proposed land use.
- The degree of acceptability can be categorized by noise exposures that are normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Action on proposed projects shall be guided according to the degree of land use/noise acceptability as follows:
 - *Normally Acceptable:* The potential for project approval should not be encumbered by land use/noise compatibility issues.
 - *Conditionally Acceptable:* The potential for project approval should not be encumbered by land use/noise compatibility issues, provided the applicant has included measures or conditions that are acceptable to the Planning Director and the project ultimately results in land use/noise compatibility.
 - *Normally Unacceptable:* The potential for project denial will be considered likely as a result of land use/noise incompatibility, unless extraordinary circumstances are present that do not involve adjacent properties or uses. Overriding project benefits cannot be utilized to justify extraordinary circumstances.
 - *Clearly Unacceptable:* If a project falls into this category, it shall not be approved due to land use/noise compatibility issues.

If a project that will create or impact existing noise sensitive land uses is proposed in a location that is within the 60 dBA CNEL contour or lower, the project applicant must demonstrate that 1) no adverse noise effects on adjacent uses will occur from the project and that 2) no adverse effects will occur on the project from adjacent influences. If determined acceptable by the City, the applicant need not prepare an acoustical analysis.

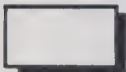
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Figure VII-2 Land Use Compatibility for Noise Environments

LAND USE CATEGORY	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)					
	55	60	65	70	75	80
RESIDENTIAL/LODGING Single Family/Duplex						
MULTI-FAMILY						
MOBILE HOMES						
HOTELS/MOTELS						
PUBLIC INSTITUTION Schools/Hospitals Churches/Libraries						
AUDITORIUMS/CONCERT HALLS						
COMMERCIAL OFFICES						
RETAIL						
INDUSTRIAL MANUFACTURING						
WAREHOUSING						
RECREATIONAL/OPEN SPACE Parks/Playgrounds/Golf Course Riding Stables						
OUTDOOR SPECTATOR SPORT						
OUTDOOR MUSIC SHELLS/ AMPHITHEATERS						
LIVESTOCK/WILDLIFE PRESERVES						
CROP AGRICULTURE						

LEGEND



CLEARLY ACCEPTABLE
No special noise insulation required, assuming buildings of normal conventional construction.



NORMALLY UNACCEPTABLE
New construction should be discouraged. Noise navigation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.



NORMALLY ACCEPTABLE
Acoustical reports and noise easements required for all new residential construction. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.



CLEARLY UNACCEPTABLE
No new construction should be permitted.

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If a project that will create or impact existing noise sensitive land uses is proposed in a location that is beyond the 60 dBA CNEL contour or higher within the City, using the typical noise contours in Figure VI-1, an acoustical analysis shall be prepared.

For residential uses where an acoustical analysis is required, the report shall be complete and approved by the Director of Community Development prior to issuance of a grading permit or map recordation. Further information is required prior to issuance of building permits, if not previously submitted.

Where an acoustical analysis is required for a non-residential project, the report shall be submitted for Planning Director approval prior to the issuance of building permits.

Any proposed use or activity that generates noise in excess of 60 dBA CNEL into a known wildlife nesting or migration area or desirable open space area shall not be permitted, as necessary to maintain tranquility, viable wildlife habitat, and wildlife mobility.

HAZARDOUS MATERIALS

New commercial, office, and business park uses will be required to comply with the provisions of the Orange County Hazardous Waste Management Plan and the most current amendments to the California Code of Regulations, Title 22.

Concurrent with submittal of development applications, project proponents will be required to submit a history of on-site soil use and, if warranted, a soil survey to determine the potential presence of hazardous substances in the soil.

Applicability:

Hazardous waste management mitigation standards apply to all non-residential uses within the City of Laguna Hills. Standards for residential uses are contained in the Laguna Hills Household Hazardous Waste Management Element.

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B. INTERGOVERNMENTAL COORDINATION AND COMMUNITY INVOLVEMENT PROGRAM

The Intergovernmental Coordination and Community Involvement Program proposes actions that reflect the City's commitment to truly representational government, a government that looks for appropriate responses to specific issues. For example, some issues, such as the protection of natural resources, affect not only the City of Laguna Hills, but also adjacent jurisdictions, as well as agencies charged with the management of resources within the General Plan study area. Many issues cross geographic boundaries, and therefore require concerted efforts by several governmental entities before they can be resolved. Intergovernmental coordination means actively pursuing regional solutions to regional problems. The City of Laguna Hills is committed to working with its neighbors to address these issues.

At the same time, the City recognizes that to be truly representational, local government must reflect the values of the people it serves. To do so, the City of Laguna Hills has established as part of its General Plan implementation program mechanisms for informing the community on local issues and soliciting citizen input.

COORDINATION OF LAND USE PLANNING ACTIVITIES

Actively pursue reviewing the land use planning efforts of adjacent jurisdictions, and provide constructive comments regarding the impacts that such programs will have on the City including, but not limited to, the following:

- Closure and ultimate reuse of El Toro Marine Corps Air Station;
- Aliso Creek Corridor Specific Plan;
- Moulton Parkway Smart Street;
- San Joaquin Hills Transportation Corridor; and
- I-5 widening.

Pursue formation of ad hoc coalitions with other local agencies and community groups as a means of increasing the effectiveness of Laguna Hills' voice in regional planning efforts and the planning efforts of adjacent jurisdictions.

On an annual basis, initiate discussions with local, regional, State, and Federal agencies whose efforts could benefit or impact the City of Laguna Hills.

CLOSURE OF THE EL TORO MARINE CORPS AIR STATION

The City of Laguna Hills will actively participate in the process of closing the El Toro Marine Corps Air Station to ensure that future uses are consistent with the goals and policies of the General Plan. Participation shall include, but not be limited to, the following:

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- ensuring that the military, public and private agencies, and individual persons involved in the reuse planning of the El Toro MCAS are aware that the City will not accept any adverse impacts that could be generated by any reuse of the base;
- actively seeking representation on any official decision making body that will have final determination on uses planned at El Toro MCAS;
- closely monitoring proposed reuse plans and commenting on the potential impacts to the City; and
- ensuring that, once the reuse plan is approved, all agreements, measures or revisions to the project plans or any other conditions of approval attached to the project to mitigate the impacts to the City of Laguna Hills are fully implemented in accordance with the approval.

COORDINATION OF CIRCULATION FACILITIES

The City of Laguna Hills shall work with Caltrans, the Southern California Association of Governments, the South Coast Air Quality Management District, the Orange County Transit Authority, Orange County, and the Cities of Mission Viejo, Irvine, Laguna Niguel, and Lake Forest to coordinate regional transportation facilities. Coordination efforts shall include:

- Participation in the County's Interjurisdictional Planning Forums;
- Participation in reducing vehicle miles generated by development within the City to meet AQMD targets;
- Coordination with Caltrans, Orange County, and adjacent cities to maintain and expand the system of park-and-ride lots along with an active rideshare matching program;
- Encouraging Orange County and the South Coast Air Quality Management District to establish a South County Transportation Management Association, as a means of encouraging carpooling and the establishment of other transportation demand management programs to reduce the number of vehicles miles traveled in the South County region; and
- Coordinating the City's circulation and bicycle plans with regional circulation planning efforts.
- Monitoring and pursuing Federal, State and regional funds for local and regional traffic improvements.

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COORDINATION OF INFRASTRUCTURE FACILITIES

- Coordinate with flood control, water, wastewater, and solid waste providers to ensure long-term consistency with General Plan Goals and Strategies.
- Provide local utility providers with a copy of the General Plan Annual Review and Update Report for Review and Comment.
- Pursuant to the provisions of Government Code Section 65401, ensure that all departments within the City, and all other local government agencies (including the County, school districts, and other special districts) submit a list of proposed projects to the City, and that the City review and report on the Consistency of these projects to the City Council as part of the General Plan Annual Review and Update Report.

EXPAND PARK FACILITIES AND PROGRAMS

To ensure adequate availability of park and recreation programs and facilities, coordinate recreational programming, park planning, and park acquisition activities with the Saddleback Unified School District and City homeowners associations. City efforts shall include, but not be limited to:

- acquiring open space lands that have been irrevocably offered for dedication to the City for the development of active and passive park facilities;
- continuing to work with local residents in an effort to upgrade and intensify neighborhood park facilities;
- working with local homeowners associations to use privately owned recreational facilities for City sponsored programs;
- continuing to pursue joint use agreements for the development and maintenance of park facilities within joint use park/school facilities with the Saddleback Unified School District; and
- continuing the implementation of the City adopted Park and Recreation Master Plan.

COORDINATE PLANNING PROGRAMS WITH THE SADDLEBACK UNIFIED SCHOOL DISTRICT

The City will coordinate future development with the school district by:

- participating with the school district in joint land use/facilities planning efforts for joint park/school facilities and the ultimate development of the Nellie Gail school site;
- coordinating with the school district in preparation of a Master Plan of Schools that outlines specific sites needed to support buildout of the General Plan;

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- coordinating with the school district to establish a clear methodology for determining the impacts of development within the City upon school facilities, including:
 - student generation ratios for residential development;
 - methods to determine student generation factors and mitigation responsibilities of commercial, office, and business park uses in such a manner that businesses within the City are required to pay only for the school impacts they create within the City;
 - potential credits for contributions made from City parks and recreation funding mechanisms to establish joint use school/park facilities; and
 - establishment of a construction cost index for new school and park facilities.
- As identified in the City's Source Reduction and Recycling Element, the City will work with the school district to establish solid waste management curriculum in local schools. The City will also work with the District, and County Fire and Sheriff's Departments to establish fire and crime/gang prevention curriculum in local schools.

MAINTAIN EMERGENCY PREPAREDNESS

The City will expeditiously complete preparation of an Emergency Operations Plan to coordinate disaster recovery activities within the City of Laguna Hills. As part of this effort, the City will actively solicit the input of local disaster preparedness agencies, including, but not limited to, fire, sheriff, and the American Red Cross.

To ensure adequate provision of emergency services in the event of a local disaster, the City of Laguna Hills shall continue to maintain mutual aid agreements with the County of Orange.

ENHANCE COMMUNITY AWARENESS

The effectiveness of the programs described in the Laguna Hills General Plan are dependent on the participation of community residents. To ensure that residents are made aware of these programs, the City shall publicize local programs and provide a forum for public debate of local issues.

- Continue to use both the Saddleback Valley News, the City's newsletter and other forms of available media to publicize, including but not limited to the following City-sponsored programs:
 - resource conservation recycling efforts;
 - ridesharing programs;

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- park and recreation programs and special community events;
 - household hazardous waste;
 - neighborhood Watch, DARE, Adopt an Officer, and other crime prevention programs; and
 - fire prevention programs.
- Invite agencies involved in water and energy conservation programs to set up educational displays in City Hall and other community facilities as they are established.
 - As part of the annual review and update of the General Plan, hold an annual "Open Forum" before the City Council to allow public discussion of current and future issues facing the community.
 - Coordination with the San Onofre Nuclear Generating Station efforts to keep the public informed regarding regional nuclear hazards.

INVOLVE CITIZENS IN COMMUNITY DECISION MAKING

Many of the questions facing the City of Laguna Hills are complex issues requiring policy recommendations and an evaluation of tradeoffs that are not easily done in a public forum. To address these issues, the City Council may appoint task forces or committees (such as the General Plan Advisory Committee formed to assist in the preparation of the General Plan) to research specific issues and to provide policy direction to the City Council. Members to these task forces would be appointed by the City Council. The task forces will be requested to provide recommended policy direction within a specific time frame, and will be disbanded after the presentation of their recommendations.

OBTAINING ONGOING FEEDBACK ON CITY PROGRAMS

To provide local decision makers with regular input on how satisfied residents are with their community and their quality of life, a Community Survey will be developed and updated every two years. Future surveys will address not only General Plan issues such as land use, housing, and circulation, but more specific issues currently facing the City, as well.

CITY OF LAGUNA HILLS

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C. SPECIAL STUDIES AND PROGRAMS

Upon adoption of the Laguna Hills General Plan, the City Council will be asked to review the list of special studies listed in this section and to prioritize these studies, assigning responsibility for implementation of each task (see box to right).

Each year, as part of the General Plan Review and Update (see Strategic Planning Program) the City Council will be asked to reprioritize the list of special studies. Upon completion of each individual study, appropriate General Plan implementation programs may be added to the Implementation and Monitoring Program.

The funding sources for each action listed below will be assigned annually as part of the General Plan Review and Update and the City's biannual budget process.

Special Studies Implementation Priorities

Priority	Action
One	Mandatory Program to be initiated within one year.
Two	Initiate within the next fiscal year.
Three	Initiate within the next two to five years, in conjunction with the capital improvement program.
Four	Initiation not expected in next five years.

CITY OF LAGUNA HILLS DEVELOPMENT CODE

Subsequent to the adoption of the General Plan, the City will undertake preparation and adoption of an integrated Development Code to implement the General Plan. The Development Code will encompass both zoning and subdivision ordinances. Included in the zoning portion of the Development Code will be preparation of a new zoning map and zoning districts to reflect the General Plan land use map.

As part of the new Development Code, the City will include requirements for water saving irrigation systems and xeriscape landscaping along with the development of a "mixed use" zoning district that incorporates the concepts discussed in the Community Development Element.

LAGUNA HILLS VILLAGE

Village Commercial Development Regulations

As part of the revised Development Code, adopt provisions to fix the maximum intensity of development based on trip generation as outlined in the General Plan Land Use Element.

In preparing Development Code regulations for the Village Commercial area, establish a transfer of development rights procedure to allow a proposed development in one traffic zone to purchase and use development rights (i.e., average daily traffic generation) from another traffic zone provided that the net impact of the project on intersection volume to capacity ratios is not greater than that outlined in Table II-3.

GENERAL PLAN

Design Plan

As a part of implementation of the urban village concept described in the Community Development Element, develop a Specific Design Plan for the Laguna Hills Village area. The Design Plan is to include, at a minimum, the following:

- An "urban design framework plan" that illustrates major design concepts for the Village area that:
 - provides techniques for the enhancement of existing parking and circulation;
 - illustrates potential building massing that could be provided under the Urban Village development criteria established in the General Plan;
 - identifies proposed pedestrian linkages and public spaces; and
 - establishes village design guidelines.
- An implementation component that:
 - establishes an overall vehicle trip cap for all uses;
 - establishes standards for mixed use development;
 - outlines a menu of implementation techniques; and
 - provides a schedule of public sponsored improvements.
- A Public Participation Program that involves area business owners and operators and the public in open design workshops.

City Services and Facilities

Develop a master plan of community facilities that outlines the phasing and development of community facilities for the next 20 years. In particular, include the development of the following facilities:

- Civic Center;
- Cultural Arts Center;
- Community Center
- City Library Services.

CITY OF LAGUNA HILLS

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CITYWIDE IMAGE CORRIDOR STUDY

Conduct corridor studies along the City's major arterial network that direct General Plan efforts to improve the appearance of major roadways and establish design guidelines for the establishment of City gateways. Each corridor study will include, at a minimum, the following:

- goals, objectives, and policies;
- conceptual land use plans for specific and unique locations where underutilized parcels could be upgraded;
- a Community Design Plan that would detail various image enhancement elements, including City gateway and entry treatments, street furniture, and City identification treatments;
- identify and prioritize corridor improvements to match areas in the City that are in the greatest need of enhancement; and
- comprehensive landscape guidelines that establish roadway corridor design.

The study shall also detail specific strategies related to the implementation of the study, appropriate development regulations, financing programs, and schedule of priorities.

ECONOMIC DEVELOPMENT STRATEGY

Develop an Economic Development Strategy as a means of stimulating economic growth, increasing local employment opportunities, and increasing local capital investment. The study shall include:

- an assessment of the local tenant mix at retail centers and recommendation of appropriate strategies for conversion;
- the development of a business outreach program to address business concerns;
- the outline for a City marketing program; and
- the creation of a job exchange to link residents with local employment opportunities.

TRAFFIC IMPACT ANALYSIS

Within one year of adoption of the City of Laguna Hills General Plan, the City shall prepare and adopt a traffic impact analysis (TIA) preparation manual. This manual shall do the following:

- identify types of projects requiring a traffic impact analysis;

GENERAL PLAN

- identify a process for preparing traffic impact analyses, including trip generation, trip distribution and assignment, development of future background traffic estimates, definition of the study area, capacity analysis methodology and significance criteria;

The selected TIA procedures should include methods to incorporate the Orange County Congestion Management Program (CMP) TIA requirements to achieve consistency with overall CMP efforts.

As warranted, the City of Laguna Hills shall conduct studies to identify "cut through" traffic impact within neighborhoods of the City. These studies shall include traffic volume and speed data, identification of the volume and composition of "cut through" traffic and methods to reduce identified impacts.

ORANGE COUNTY FIXED RAIL GUIDEWAY

The City of Laguna Hills shall monitor the progress of the Central Orange County Fixed Guideway (COCFG) project. As the corridor studies are completed by the COCFG staff, and a route is proposed south to Laguna Hills, the City shall participate in the route definition and station location studies to maximize the benefits (i.e., ridership) and minimize the potential impacts (i.e., circulation and parking) of the urban rail implementation.

OPEN SPACE MANAGEMENT PLAN

Using the Open Space Lands Inventory included in the General Plan Master EIR, develop a comprehensive Open Space Management Plan that:

- provides an updated inventory of all open space lands within the General Plan study area;
- determines the appropriate use of each site consistent with those described in the Open Space Element of the General Plan;
- catalogs the location of sensitive, viable, biotic habitats and recommends strategies for their preservation;
- provides information on the local biotic resources in the community;
- provides an analysis of the opportunities and constraints related to the development of selected open space areas for active and passive parkland, and presents conceptual plans for the ultimate use of each site; and
- sets out a comprehensive implementation plan of park development and habitat preservation.

CITY OF LAGUNA HILLS

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ALISO CREEK CORRIDOR SPECIFIC PLAN

Initiate contact with the County regarding the County's policy objectives of the Aliso Creek Corridor Specific Plan. Integrate appropriate policies into the Open Space Management Plan.

CITY LANDSCAPE PALETTE

Adopt a City street tree and parkway landscape palette for use in all new and redeveloped landscaping within the public right-of-way. Incorporate drought tolerant and energy conservation concepts into the landscape palette.

NOISE MEASUREMENT

Adopt a standard noise analysis methodology to be used for all development projects.

GENERAL PLAN

D. IMAGE ENHANCEMENT PROGRAM

PROGRAM CONCEPT

Development of an overall community structure that recognizes the City's unique opportunity to offer a variety of lifestyles to its residents while maintaining an overall sense of place and identity as the City of Laguna Hills.

PROGRAM OBJECTIVES

In order to achieve a sense of Community, the City of Laguna Hills will establish a hierarchy of design components to be integrated into public and private projects throughout the community. These elements will include the designation of gateways, feature areas, and unifying theme elements that residents and visitors can readily identify. The overall objective of the Image Enhancement Program is to create a unified community image and identity without being overstated.

Responsibility and Funding:

The Image Enhancement Program will be the joint responsibility of the Planning and Engineering Departments. Those portions of the Image Enhancement Program that provide for the development of design guidelines will be the responsibility of the Planning Department, and will be funded through department budget. Those portions of the Image Enhancement Program that refer to the enhancement of public areas in or adjacent to streets will be the joint responsibility of the Planning and Engineering Departments through department budgets, development review fees, transportation improvement funds, or other available sources.

Community Gateways

Community identification will include the development of a Community Gateway Identification program to take advantage of the several entrances or "gateways" into the community. Such gateways into the community are where visitors will receive their first impression and residents can feel a sense of place. By focusing on these strategic entrance points, the City will reinforce the community's image for all those traveling along local roadways (see Figure VII-3). It is important, however, that the gateway designs not only identify the City's boundaries but also convey the image with which residents would like to be associated. Thus the objectives at right should be used to temper the common desire to advertize rather than blend City signage into the fabric of the community.

Community Identification Objectives

Promote a recurring theme at each entrance to the City, while ensuring that individual gateway designs are unique.

Create an overall unity of design along the City's roadways that provides both functional and aesthetic value to the community, yet is not overstated or uniform.

Maintain a clean, aesthetic, functional, and well designed image for the community.

GENERAL PLAN

Community Features

A key element of the City's strategy to enhance the community's image will be to take advantage of already recognizable elements of the community's image and identity (see also Community Design section of the Master EIR). This concept builds on the idea that these features will set the stage as "image anchors" with which residents and visitors already associate. As defined below, the City of Laguna Hills intends to take advantage of these recognizable places, buildings, and landmarks in the City as priority areas in which to focus image enhancement techniques.

Laguna Hills Village

The Laguna Hills Village represents 273 acres of highly visible regional commercial, medical, office, and residential land use in the City's northern end. Due to the visibility from the I-5 freeway, this area has tremendous value to the City's overall image. The large-scale commercial in this area attracts shoppers from all over the region to shop at the Laguna Hills Mall. For some, this regional commercial may be the only impression visitors have of Laguna Hills. As described in the Community Development and Design Element, the City will develop and adopt an overall plan of design to establish enhancement criteria for the Laguna Hills Urban Village area. As part of this plan, the City intends to improve both the image and function of the area in order to maximize the positive image of the City.

Laguna Hills Business Park

Another aspect of the City's image revolves around the business community. If the City desires to maintain Laguna Hills as a prestigious business location, the current image that the City supports local business must be balanced with the commitment to high standards for new and existing business developments. Located in the City's sphere of influence, the Laguna Hills Business Park will provide an opportunity to enhance the City's business image by allowing for both an expansion and transition to more active commercial and business park uses.

Rosmoor Leisure World

Although the City is not dependent on Leisure World's image, many people associate the Leisure World development with the City of Laguna Hills. Since many of this private development's edges face the City, Laguna Hills will work with Leisure World constituents to coordinate issues related to aesthetic design and function of the gateways into Leisure World.

Laguna Hills High School

Already a prominent community focus, the City will take advantage of the High School's status by supporting the development of other community facilities adjacent to the school campus. This area will be considered the community/education focal point.

CITY OF LAGUNA HILLS

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Implementation Actions

In order to implement the Image Enhancement Program, the City of Laguna Hills will take the following actions:

Table VII-5
Image Enhancement Program Implementation

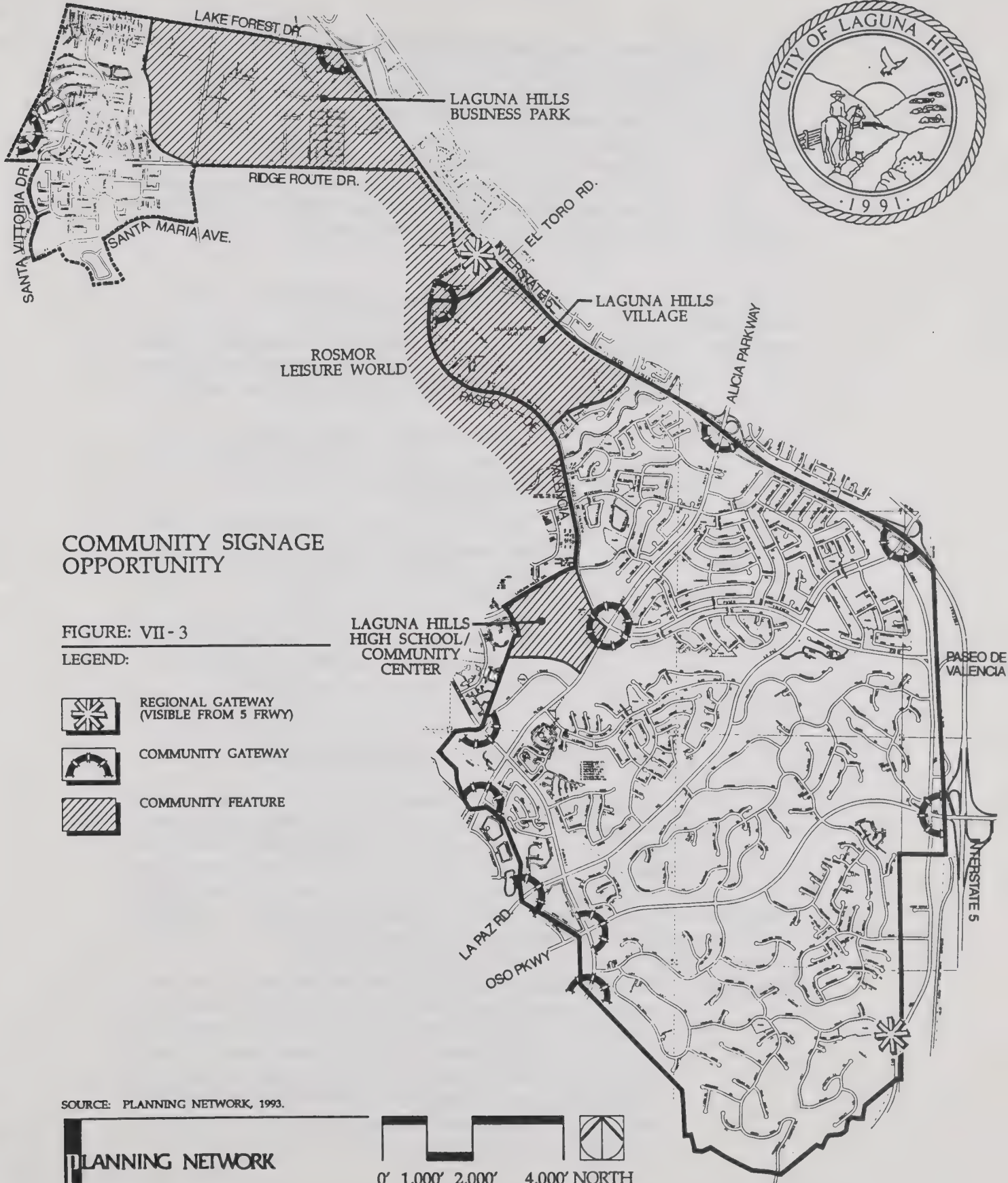
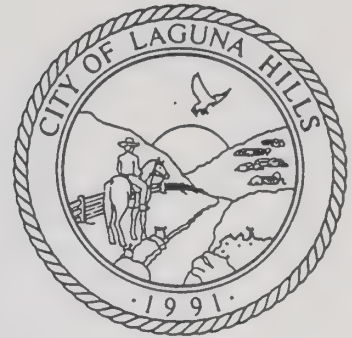
Implementation Action	Timing	Responsibility	Funding
Using the designated locations described in Figure VII-3 as a guideline to implement a Community Gateway Signage component of the Citywide Image Corridor Study described in the Special Studies and Programs section of the General Plan Implementation and Monitoring Programs, which details the design, placement, and funding of community identification signs throughout the City.	Implementation priorities as set forth in the Special Studies and Programs section.	Planning Department	Department Budget
In coordination with the Master Plan of Parks and Recreation, integrate Master Plans for trails and parks into the Citywide Image Corridor Study. Use design elements included in trail and park plans in the design of median and streetscape landscaping.	Implementation priorities as set forth in the Special Studies and Programs section.	Planning Department in coordination with the Parks and Recreation, and Engineering Departments	As identified in the Master Plan of Parks and Recreation CIP
As part of the adoption of a new development code, establish community feature design overlay areas that set out enhanced design standards for new development adjacent to City designated gateways.	Within one year of the adoption of the General Plan.	Planning Department	Department Budget
Identify and prioritize corridor improvements throughout the City. Emphasize the improvements of major thoroughways and gateway treatments as a first priority.	Within one year of adoption of the General Plan.	Planning Department in coordination with the Engineering Department.	Department Budget

Community Theme

As part of the desire to create an overall image for the community, and in order to tie the community gateways and features together, the City will use the various public landscape strips along local arterial streets to highlight a series of unifying community theme elements. Examples of such elements would include using City identification on all street signs, street furniture, public improvement notices, and public facility identification signs (i.e., parks, future community centers, fire and police stations, etc.), or incorporating a consistent design element such as wall materials, fencing, neighborhood and directional graphics, and/or landscape materials into the street scene. The intent of these efforts will be to create a well designed streetscape that is reflective of the quality and caliber of the community and is not redundant, boring, or "over master-planned."

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SOURCE: PLANNING NETWORK, 1993.

June 28, 1994

GENERAL PLAN

E. HOUSING IMPROVEMENT PROGRAM

RECOGNIZING THE NEED FOR HOUSING

- B.1.a.(1) In order to provide detailed information on which to base future housing needs analysis, compile and maintain up-to-date population and housing statistics for the entire General Plan study area as part of the General Plan Annual Review.

LAGUNA HILLS, ROLE IN THE PROVISION OF HOUSING

- B.2.a.(1) Ensure that existing owners and prospective developers are aware of potential affordable housing development opportunities available within the Laguna Hills Village through the following actions:
- coordinate with the County Housing Authority to maintain a list of existing owners who are interested in existing housing programs.
 - include County Housing Authority literature that describes available programs at public counters and as an attachment to development application packets.
 - provide for at least two City staff members to have the responsibility to refer those interested to applicable County housing programs.

PROVISION OF ADEQUATE SITES FOR HOUSING

- B.3.a.(1) In order to maintain current information concerning housing production, compile an annual Development Summary Report identifying the location, size, and type of residential development proposals submitted to the City, as well as their status. It is intended that this development monitoring report will track projects from submittal through recordation of subdivision maps and issuance of building and occupancy permits.
- B.3.a.(2) Establish a monitoring program that identifies the type and cost of housing being produced within Laguna Hills, as well as the availability of vacant land that can be used in the short-term (next two years) to accommodate a variety of housing types. As part of the City's annual General Plan review, prepare a report that evaluates program and housing production objectives, and revise those objectives as necessary to meet the need for housing that is affordable to very low, low, and moderate income households.

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B.3.a.(3) As part of the new Development Code, include specific incentives for the provision of housing that is affordable to very low, low, and/or moderate income households, including density bonuses consistent with the requirements of State law, adoption of a fast track processing system for affordable projects, and the waiving and/or reduction of fees.

B.3.b.(1) Expedite permit processing for the construction of residential units on vacant residential lots that are consistent with surrounding development.

B.3.b.(2) As part of the new Development Code, allow the development of mixed use projects that include residential and commercial/office uses within the same project, using strict development standards to ensure the desirability of dwellings so produced. Specific steps to achieve this program include:

- studying mixed use provisions in other cities;
- conducting study sessions to illustrate the benefits and implications of mixed use projects; and
- drafting appropriate development standards.

Within mixed use projects, floor area dedicated to housing for very low, low, or moderate income housing will be permitted on a density bonus basis up to the maximum intensity permitted within business land use designations.

B.3.c.(1) Actively pursue the annexation of the City's northern sphere of influence. Upon annexation, investigate the feasibility of providing additional residential units within this area for all income groups.

It is anticipated that the conversion of land uses in the northern sphere of influence will not take place in the current 1994-1996 planning period but will represent a long-term objective.

B.3.d.(1) Through the implementation of the Development Review Program, ensure that new residential development is appropriately located with respect to public and private facilities and services, including, but not limited to, schools, retail facilities, parks, transportation systems, and the like.

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- B.3.e.(1) As part of the new Development Code, and in addition to other provisions specifically called for in the General Plan Housing Improvement Program, review the City's existing development review procedures for opportunities to encourage affordable housing, and streamline the approval process for affordable projects.
- B.3.e.(2) Provide timely review of discretionary and non-discretionary residential development requests, with fees designed to cover, but not exceed, the actual costs (direct and overhead) incurred by the City.
- B.3.e.(3) As part of the General Plan Annual Review, evaluate land development processing procedures to ensure that project review is accomplished in the minimum time necessary to implement the General Plan and ensure protection of the public health, safety, and welfare.
- B.3.e.(4) As part of the General Plan Annual Review, evaluate development impact fees to ensure that such fees are the minimum necessary to cover actual costs, implement the General Plan, and ensure protection of the public health, safety, and welfare.
- B.3.e.(5) Ensure that the new Development Code complies with California Government Code Section 65915 by providing a 25 percent density bonus (not to exceed the maximum densities established in the General Plan), or equivalent financial incentive, to residential developers who agree to provide affordable housing within their project, as follows:
- a minimum of 20 percent of the units within the project are to be affordable to households with a maximum income no greater than 80 percent of the County median income;
 - a minimum of 10 percent of the units within the project are to be affordable to households with a maximum income no greater than 50 percent of the County median income; or
 - a minimum of 50 percent of the units within the project are to be available exclusively to senior citizens.
- B.3.f.(1) Monitor informational sources regarding surplus government lands, and consider acquisition of such lands to provide housing for very low, low, and moderate income households when compatible with the provisions of the General Plan and necessary to meet identified housing objectives.

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- B.3.f.(2) Inform the State and Federal governments of the City's support for increased funding of current housing assistance programs.
- B.3.f.(3) Leverage direct funding resources of the City with State and Federal funding sources to facilitate the provision of single and multiple family dwelling units available to very low, low, and moderate income households. Programs for application are identified in Table VII-6.
- B.3.f.(4) Work with the Orange Housing Authority to allow the Housing Authority to administer the Section 8/Voucher Program and public housing programs within the City. Consider the contribution of a portion of the City's share of CDBG funds to the Housing Authority to be used to provide additional Section 8 certificates to residents of Laguna Hills.
- B.3.g.(1) As part of the annual General Plan Review, and in addition to the reporting specifically called for in the Housing Program, provide information on the status of all housing programs within the City of Laguna Hills. The portion of the annual report dealing with housing programs is to be distributed to the California Department of Housing and Community Development in accordance with State law.
- B.3.g.(2) As a condition of receiving housing funding through the City of Laguna Hills, require that social service agencies receiving such funds record information on the clients they serve, and provide an annual audit of their activities.

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Table VII-6
City of Laguna Hills Use of State and Federal Housing Programs

Community Development Block Grant Program	
Description:	Federal funds to be used for the benefit of low and moderate income households. The City will apply for use of CDBG funds through Orange County to assist in funding the housing programs outlined in the General Plan Housing Program.
Objective:	To assist in funding a variety of the housing construction and improvement programs described in the General Plan Housing Program.
Apply By:	July 1995 and continue annually.
California Rental Housing Program	
Description:	Low interest loans for the construction of new low income housing.
Objective:	To assist in the finance of constructing a higher density residential housing project within the annexation area.
Apply By:	July 1996
California HOME Program	
Description:	Funds to expand the resources available to the City for housing rehabilitation; acquisition of land and structures; tenant based rental assistance; and, under certain circumstances, new construction.
Objective:	To leverage the City's available funds for various housing programs.
Apply By:	1994
Mortgage Revenue Bonds	
Description:	Funds to write down interest rates so as to make housing more affordable to low and moderate income households. The City will encourage developers of remaining vacant lands that are subject to inclusionary or in-lieu fee requirements to use these bonds to facilitate construction of low and moderate income housing.
Objective:	To leverage the City's available funds for various housing programs.
Apply By:	1996
Section 811 Funds:	
Description:	Interest free capital advances for eligible private, non-profit sponsors to finance the development of rental housing with supportive services for the disabled. The City will encourage developers of remaining vacant lands that are subject to inclusionary or in-lieu fee requirements to use these funds to facilitate construction of low and moderate income housing targeted to these special needs groups.
Objective:	To leverage the City's available funds for various housing programs for very-low income persons with disabilities who are between the ages of 18 and 62.
Apply By:	1994

Source: Planning Network, 1993.

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ASSISTED HOUSING

- B.4.a.(1) To avoid potential reduction in the supply of rental housing, ensure that the new Development Code includes condominium conversion provisions that would limit the conversion of rental apartments to condominiums or cooperatives when the multifamily vacancy rate falls below four percent (4.0 percent). Require that all successful conversion applicants participate in a relocation assistance program for displaced tenants.
- B.4.a.(2) Utilize, to the extent necessary, all available Federal, State, and local financing, as well as alternative funding sources to preserve assisted housing developments, as defined by the community for lower income households, except where the City Council finds that the community has other urgent needs for which alternative funding sources are not available. This program may include, but is not limited to, strategies that involve local regulation and technical assistance, and is subject to the regulations described in Government Code Section 65583 (c).
- B.4.a.(3) As part of the General Plan annual review, monitor existing programs designed to preserve assisted housing developments for low income households as required by Government Code Section 65583 (d) to determine whether additional actions are required to protect these developments.
- B.4.b.(1) Based on the provisions of Government Code Section 65863.7, require the submission of a report detailing the impacts of any proposed mobilehome park conversion to a non-residential use concurrent with the filing of any discretionary permit on such property.
- B.4.b.(2) Join the County Housing Authority and participate in the existing City Advisory Committee.

MAINTENANCE OF EXISTING SOUND HOUSING

- B.5.a.(1) Continue enforcement of building codes and abatement of code violations and nuisances. Because housing within Laguna Hills is generally new, substandard and deteriorating structures are not a problem. Thus, enforcement activities will likely focus on property maintenance.
- B.5.a.(2) Pursue establishing pre-occupancy inspection programs in which a City building inspector inspects assisted housing to ensure compliance with local, State, and Federal regulations related to public health, safety, and welfare, including applicable housing codes.

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- B.5.a.(3) Protect the existing neighborhood character, densities, and intensities from encroachment of other land uses through the use of buffers and transitions of land use.
- B.5.a.(4) Work with the State Franchise Tax Board in order to enforce the provisions of California Revenue and Taxation Code Sections 17299 and 24436.5, which prohibit owners of substandard rental housing from claiming depreciation, amortization, mortgage interest, and property tax deductions on state income tax.

HOUSING FOR SPECIAL NEEDS GROUPS

- B.6.a.(1) Work with the County Housing Authority through the provisions of the Urban Counties Program to pursue the establishment of a Senior/Disabled or Limited Income Repair Loan and Grant program to underwrite all or part of the cost of needed housing modifications and repairs. Loans would be repaid or forgiven on an ability to pay basis. While health and safety deficiencies (roof repair, broken septic systems) would receive priority, modification for accessibility (e.g., wheelchair ramps) would also be appropriate. Administration of the funds would be the responsibility of the County Housing Authority.
- This action is anticipated to upgrade two dwelling units by the end of the 1994-1996 housing program planning period.*
- B.6.a.(2) As part of the new Development Code, include reduced parking requirements for senior citizen housing projects at a level consistent with the project's age restrictions.
- B.6.a.(3) As part of the new Development Code, include provisions that allow for the establishment of second units on single family residential lots ("granny flats") as a means of providing additional elderly housing opportunities.
- This program is anticipated to generate two affordable dwelling units by the end of the 1994-1996 housing program planning period.*
- B.6.a.(4) Utilize the following criteria to evaluate proposed senior residential projects:
- Projects should be within walking distance of transit services, major transportation routes, and shopping and medical facilities.

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- Land uses in senior projects should be limited to residential uses, extended care facilities, and ancillary commercial uses.
- Projects shall limit the purchase or lease of the property to persons over 55, unless a different age is required by State or Federal law.

- B.6.a.(5) Work with the County Housing Authority to develop a Homesharing Program designed to match people with limited income, typically seniors, seeking housing, as well as owners wanting to share their homes.
- This program is anticipated to match two residents in affordable dwelling units by the end of the 1994-1996 housing program planning period.*
- B.6.b.(1) As part of the new Development Code, permit uses such as shelters and transitional housing within the industrial and commercial designations, as appropriate, and formulate specific standards for such uses.
- B.6.b.(2) Coordinate with the County to seek for emergency shelter grants for the homeless from HUD and other agencies to provide additional shelter for the homeless and others in emergency situations in areas of the region where they are most needed.
- B.6.b.(3) Inform the Federal and State legislatures of the City's support for increased funding of shelters and programs for the homeless throughout the region.
- B.6.b.(4) Institute a program, or provide funding assistance to other agencies, to provide emergency housing vouchers for those losing permanent housing and to aid victims of domestic violence.
- B.6.c.(1) Consider developing a program to assist, through grants or loans, in the provision of access for the disabled in existing dwelling units.

PREVENTION OF HOUSING DISCRIMINATION

- B.7.a.(1) Continue to utilize the services of the Orange County Housing Authority or other appropriate agencies to operate a Fair Housing Program encompassing investigation of discrimination complaints, research on housing discrimination related issues, and public information.
- B.7.a.(2) Increase public awareness of Laguna Hills' Fair Housing Program by such means as information pamphlets included in the City's newsletter, press releases, and proclamation of April as Fair Housing Month.

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- B.7.a.(3) Advise the State legislature of the City's support for financial assistance to non-profit groups that promote fair housing through such means as public education, investigation of complaints, and mediation on complaints.
- B.7.a.(4) Take necessary steps to ensure that local lenders comply with the anti-redlining intent of the Community Reinvestment Act (CRA) of 1977. Based upon review of the lending performances of local lending agencies, review City fund deposit practices.

CITY OF LAGUNA HILLS

GENERAL PLAN

**Table VII-7
Housing Program
Implementation Responsibilities and Timing**

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
Recognize the Need for Housing				
<i>B.1. Continually monitor local and County housing statistics for changes that could affect the effectiveness of General Plan Housing Element programs and revised programs as appropriate.</i>				
B.1.a In order to provide detailed information on which to base future housing needs analysis, compile and maintain up-to-date population and housing statistics for the entire General Plan study area as part of the General Plan Annual Review.	(1)	Community Development	City General Fund	Annually
Laguna Hills' Role in the Provision of Housing				
<i>B.2. Encourage the provision of housing that is affordable to the extent required by law, to lower and moderate income households within a mixed use setting in the Urban Village area through the use of density bonuses (Government Code Section 65915), expedited processing, and use of available State and Federal housing programs.</i>				
B.2.a. Ensure that existing owners and prospective developers are aware of potential affordable housing development opportunities available within the Laguna Hills Village.	(1)	Community Development in coordination with County Housing Authority	Department Budget, Development Review Fees	Assign staff responsibility and initiate training within six months of General Plan adoption.

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**Table VII-7
Housing Program
Implementation Responsibilities and Timing**

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
Provision of Adequate Sites for Housing				
<i>B.3. Provide adequate sites to meet Laguna Hills' share of regional housing needs by accommodating a minimum of 12 housing units from 1994 through 1996, including an adequate number and range of housing types that are affordable to very low, low, moderate, and above moderate income households as described in Table II-1 by implementing the following strategies.</i>				
B.3.a. Ensure that the General Plan and City ordinances facilitate development of a mix of housing types consistent with the above strategy, including single family detached, mobilehome, and multiple family housing within a variety of price ranges.	(1)	Community Development	Department budget, development review fees, sales of annual reports	Ongoing, first report within eighteen months of the start of fiscal year 94/95.
	(2)	Community Development	Department budget, development review fees, sales of annual reports	Ongoing, first report within eighteen months of the start of fiscal year 94/95.
	(3)	Community Development	City General Fund	Open public hearings within one year of the start of fiscal year 94/95.
B.3.b. Promote infill housing development within areas presently approved for residential development.	(1)	Community Development	City General Fund	Ongoing, annually
	(2)	Community Development	City General Fund	Open public hearings within one year of the start of fiscal year 94/95.
B.3.c. Investigate the opportunities for annexing land that is appropriate for the development of new housing and/or intensification and recycling of existing residential uses.	(1)	Community Development	City General Fund	Ongoing, upon completion of annexation

CITY OF LAGUNA HILLS

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**Table VII-7
Housing Program
Implementation Responsibilities and Timing**

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
B.3.d. Ensure that new development is appropriately located with respect to public and private services and facilities.	(1)	Community Development	City General Fund	Ongoing
B.3.e. Promote efforts to remove governmental constraints to the provision of affordable housing to the extent that is reasonable while protecting the area's natural environment and the public's health, safety, and welfare.	(1)	Community Development	City General Fund	Open public hearings within one year of the start of fiscal year 94/95
	(2)	Community Development	Development review fees, department budget	Ongoing
	(3)	Community Development	Department budget	Ongoing, annually
	(4)	Community Development	Department budget	Ongoing, annually
	(5)	Community Development	City General Fund	Open public hearings within one year of the start of fiscal year 94/95
B.3.f. Promote the use of available housing assistance programs.	(1)	Community Development	Department budget	Ongoing

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Table VII-7
Housing Program
Implementation Responsibilities and Timing

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
B.3.f. (Cont'd)	(2)	Community Development in coordination with County Housing Authority	Department budget	Ongoing
	(3)	City Manager's office in coordination with the County Housing Authority	Department budget	Within six months of the start of fiscal year 94/95
	(4)	Community Development in coordination with County Housing Authority	Department budget	Ongoing

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**Table VII-7
Housing Program
Implementation Responsibilities and Timing**

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
B.3.g. Monitor the effectiveness of housing programs and the City's progress toward meeting the objectives of the Housing Program.	(1)	Community Development	Department budget	Ongoing, annually
	(2)	Community Development	Program budgets	Ongoing, annually
Assisted Housing				
B.4. <i>Retain at no less than present levels the number of assisted housing units of all types, and expand affordable housing opportunities for very low, low, and moderate income households by implementing the following strategies.</i>				
B.4.a Regulate the conversion of existing rental apartment housing and mobile home parks to condominium or cooperative housing to prevent a decline in the supply of rental housing. Place particular emphasis on minimizing hardships created by the displacement of very low, low, and moderate income households.	(1)	Community Development	City General Fund	Open public hearings within one year of the start of fiscal year 94/95
	(2)	Community Development in coordination with County Housing Authority	Department budget, program budgets	Ongoing
	(3)	Community Development	Department budget	Ongoing, annually
B.4.b. Regulate the conversion of existing mobilehome parks to nonresidential uses in order to maintain a valuable source of affordable housings.	(1)	Community Development	Department budget, development review fees	Ongoing

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**Table VII-7
Housing Program
Implementation Responsibilities and Timing**

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
B.4.b (Cont'd)	(2)	Community Development in Coordination with County Housing Authority	Department budget	94/95
Maintenance of Existing Sound Housing				
<i>B.5. Prevent the physical deterioration of existing sound housing stock within the City of Laguna Hills by implementing the following strategies.</i>				
B.5.a. Improve the liveability of existing residential neighborhoods, encourage continued maintenance of currently sound housing, and prevent deterioration through local information and assistance programs and by insuring that an adequate level of public facilities are available.	(1)	Community Development	Inspection fees	Ongoing
	(2)	Community Development	Inspection fees	Within three years of the start of fiscal year 94/95
	(3)	Community Development	CDBG Funds	Within two years of the start of fiscal year 94/95
	(4)	Community Development	Department budget	Ongoing

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Table VII-7
Housing Program
Implementation Responsibilities and Timing

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
Housing for Special Needs Groups				
<i>B.6. Promote provision of housing for the elderly, disabled, large families, homeless, and other special needs groups by implementing the following strategies.</i>				
B.6.a. Promote the development and rehabilitation of housing specifically designed for the elderly.	(1)	Community Development in coordination with County Housing Authority	Department budget, CDBG funds, HUD funds as requested through Urban Counties Program	Make application through Urban Counties Program in fiscal year 95/96
	(2)	Community Development	City general fund	Open public hearings in fiscal year 95/96
	(3)	Community Development	City general fund	Open public hearings in fiscal year 95/96
	(4)	Community Development	Department Budget, Development Review Fees	Ongoing
	(5)	Community Development in coordination with County Housing Authority	Department budget, Housing Trust Fund, CDBG funds	Have program in place in fiscal year 96/97

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**Table VII-7
Housing Program
Implementation Responsibilities and Timing**

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
B.6.b Assist in the provision of adequate shelter opportunities and assistance programs for those families and individuals who are homeless or are at risk of becoming homeless.	(1)	Community Development	City general fund	Open public hearings in fiscal year 95/96
	(2)	Community Development in coordination with County Housing Authority	Grants, as available	Ongoing
	(3)	City Manager's office	None required	Within six months of the start of fiscal year 94/95
	(4)	Community Development	Department budget	Within one year of the start of fiscal year 94/95
B.6.c. Promote the development and rehabilitation of housing specifically designed for the physically disabled.	(1)	Community Development	CDBG, Housing Authority funds, grants as available	Ongoing

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**Table VII-7
Housing Program
Implementation Responsibilities and Timing**

Housing Strategy Summary	Action	Responsible City Department	Funding Source	Time Frame
Prevention of Housing Discrimination				
<i>B.7. Prevent discrimination in housing based on race, ethnicity, national origin, age, religion, sex, and family status (children) in accordance with national and State fair housing laws by implementing the following strategies.</i>				
B.7.a. Refer housing discrimination complaints to appropriate fair housing agencies for action. Following referrals, follow up on the case to ensure that an appropriate investigation and action was undertaken.	(1)	City Manager's office in coordination with County Housing Authority	Fair Housing Council, City general fund	Ongoing
	(2)	Public information officer	Newsletter budget	Ongoing
	(3)	City Manager's office	None required	Within six months of the start of fiscal year 94/95
	(4)	Finance Department	Department budget	Within two years of the start of fiscal year 94/95 ongoing thereafter

Source: Planning Network, 1993.

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F. GENERAL PLAN ANNUAL REVIEW AND UPDATE

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." The following section details the contents of such a report, which will be prepared and delivered annually to the Laguna Hills City Council.

Responsibility and Funding: The annual General Plan Review and Report will be coordinated by the Planning Department, and will be funded by various participating City department budgets.

COMMUNITY DEVELOPMENT AND DESIGN

Land Use Review

On an annual basis, the Planning Department will report on the implementation of the General Plan and provide the following information:

- A summary of activities undertaken over the past year to implement the Laguna Hills General Plan Land Use Element;
- A review of the General Plan Land Use/Zoning Map, indicating the appropriateness of the mix, location, and relationships between proposed land uses, including an evaluation of the General Plan Land Use Map to ensure that:
 - residential designations provide housing opportunities for all economic segments of the community at densities consistent with the provisions of the General Plan Housing Programs;
 - commercial development meets the retail service and office needs of City residents and provides a healthy tax base to help support community services; and
 - each land use designation within and adjacent to the General Plan study area promotes continued consistency with surrounding General Plan land use designations;
- A status of vacant land and land use absorption rates by land use type;

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State of Housing Report

A State of Housing Report¹ that includes, at a minimum, the following information:

- a review of overall City housing goals and City-related programs;
- a review and summary of existing assisted units at risk;
- inventory of available vacant or underutilized sites suitable for residential development;
- a summary of housing objectives achieved during the past year; and
- recommended quantifiable housing objectives for the next year.

FISCAL MANAGEMENT

Impact Fee Review

Conduct a review of development impact fees, user charges, and mitigation fees in accordance with the provisions of AB 1600 to ensure that the charges are consistent with the costs of improvement and maintenance and that municipal facilities and services are being expanded and/or rehabilitated in a cost-efficient manner. Utilize the municipal facilities and services performance standards contained in the General Plan as the basis for this review.

FISCAL MANAGEMENT REVIEW

Conduct a fiscal management review that assesses the City's budget issues in relation to other General Plan issues. The report shall highlight changes in service levels and providers, capital improvement projects, fiscal impacts associated with development, and issues related to financing local and regional improvements.

MUNICIPAL FACILITIES AND SERVICES

Measure M Conformance Review

To maintain eligibility for Measure M funding programs, submit to the Orange County Transportation Authority (OCTA) documentation of ongoing, annual efforts to the following items.²

- General Plan traffic Level of Service Standards (i.e., Level of Service D);

¹ The State of Housing Report shall be submitted to the State Department of Housing and Community Development within 30 days of receipt by the City Council.

² Detailed definitions and procedures are found in the *Measure M Growth Management Program Preparation Manual*, February, 1993.

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- General Plan Municipal Facilities and Service Mitigation Standards;
- General Plan Implementation and Monitoring Programs;
- General Plan Circulation Element Strategies and Programs;
- City adopted Transportation Demand Management Ordinance;
- City Local Pavement Management Program;
- City adopted program to satisfy the Maintenance of Effort (MOE) requirements;
- City adopted seven year Capital Improvement Program that includes all transportation projects funded partially or fully by Measure M funds; and
- Participation in Growth Management Area (GMA) 10 Inter-jurisdictional forums.

Traffic Corridor Studies

Collect traffic volume data on master planned facilities. As levels of service approach LOS "E," the City will conduct special corridor studies to identify potential arterial and intersection deficiencies and capital improvement projects to mitigate these impacts. These special corridor studies will, at a minimum, identify the improvement, and provide estimates of the costs of improvements and potential funding mechanisms for implementation.

CMP Consistency Review

Prepare and submit to the County of Orange a CMP consistency report that at a minimum incorporates the CMP checklist requirements included in the *Orange County Congestion Management Program Preparation Manual, 1992*.

Arterial Highway Consistency Review

Prepare a consistency review of the arterial highway system. This report will be submitted to the Orange County Transportation Authority (OCTA) and will document ongoing, annual efforts to achieve the requirements set forth in the *Measure M Growth Management Program Preparation Manual, February, 1993*.

Signal Maintenance Program Review

Examine the City's Signal Maintenance Program. Efficiency of the City's signals will be evaluated and adjustments recommended, as needed, to maximize transportation efficiency levels of service.

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Regional Transportation Program Implementation Review

Provide an annual report detailing the City's implementation status of regional transportation policies. Include, at a minimum, the following information:

- based on ongoing monitoring, identification of roadway segments and intersections that exhibit unacceptable levels of service and needed improvements;
- an overview of the regional transportation related programs including:
 - the Southern California Association of Governments Regional Mobility Plan;
 - Orange County Congestion Management Plan; and
 - South Coast Air Quality Management Plan;
- recommendations for revisions to the Circulation Element, as well as future programs.

Annual Facilities and Services Review

Conduct an annual review of local and areawide facilities and services, which includes:

- evaluating adequacy of facilities and equipment; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired level of service.
- review of infrastructure plans of other agencies, districts, and special districts for consistency with General Plan Goals and Strategies pursuant to State Government Code Section 65401.

ENVIRONMENTAL RESOURCES

Air Quality Program Review³

Provide an Air Quality Program Review that at a minimum includes:

- a review of air quality implementation actions of the previous year as to the effectiveness of each action in reducing local emissions and achieving trip reduction targets;
- a selection of new implementation actions from the master list of actions contained in the South Coast Air Quality Management Plan to be implemented in the coming year; and

³ A summary copy of the review will be submitted to the South Coast Air Quality Management District.

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- setting schedules and allocating staff resources for the implementation of actions selected.

Source Reduction and Recycling Progress Review

Provide a source reduction and recycling progress review that evaluates the effectiveness of source reduction and recycling programs both individually and collectively in diverting waste. The review will include, at a minimum, the following:

- the amount of waste diverted;
- status of all programs;
- summary of the success or failure of program implementation; and
- recommendations for necessary modifications to existing programs and suggestions for new programs to be adopted.

ENVIRONMENTAL HAZARDS

Emergency Preparedness Report

Provide an emergency preparedness report regarding the efforts made throughout the year to adopt and implement the Emergency Operations Plan. At a minimum this report should include:

- status of emergency facilities and services that serve the City;
- summary of preparedness activities and training held throughout the year;
- recommendations to improve program efficiency; and
- proposed programs for the coming year.

G. GROWTH MANAGEMENT PROGRAM

The Growth Management Program describes implementation programs for the Growth Management Element and the Provisions of Measure M.

DEVELOPMENT MITIGATION, PHASING, AND PERFORMANCE MONITORING

Achievement of coordinated land use development and transportation infrastructure provision requires a complementary commitment of development mitigation, development phasing, and performance monitoring.

The City of Laguna Hills will insure that the actions that are described below are applied to applicable development projects, and that a citywide assessment of land use development/transportation infrastructure capacity will be conducted in conjunction with fee program implementation and capital improvement program development.

Development Mitigation Program

In order to compensate the public for any increased burden on public services attributed to new development, jurisdictions have the authority to impose reasonable fees or require related improvements. The County of Orange and the City of Laguna Hills have used this authority to impose development fees on development for transportation improvements within the City.

The City's Development Mitigation Program requires that development proposals be reviewed such that new development pay its share of the costs associated with that development upon existing and planned transportation facilities.

Development Phasing Program

The General Plan Implementation Program includes not only level of service standards for public services and facilities, but also a requirement that adequate services and facilities be available to support the proposed development. This development requirement will provide effective phasing of new development.

Performance Monitoring Program

As part of the annual General Plan review, the City will review traffic levels of service on City arterials, contrast operating levels of service with General Plan performance standards, and program necessary improvements in conjunction with the annual development of its Capital Improvement Program. Information developed in conjunction with this Program will be shared with participating jurisdictions in applicable Growth Management Area Inter-jurisdictional Planning Forums to assist in the development of areawide GMA improvements for Local Transportation Authority funding consideration.

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PHASING OF INFRASTRUCTURE AND CAPITAL IMPROVEMENTS

The City will maintain adopted traffic performance standards by outlining and coordinating necessary transportation improvements. Improvements to be constructed by both the City and by developers will be phased to keep traffic congestion to a minimum. This task is accomplished through the Seven-Year Capital Improvement Program, the Comprehensive Phasing Program, the Performance Monitoring Program, and Traffic Improvement/Public Facilities Development Agreements.

Seven-Year Capital Improvements Program

Annually, the City of Laguna Hills adopts a Seven-Year Public Works Capital Improvement Program (CIP). The CIP complies with the requirements of Measure M (the one-half cent sales tax approved by the Orange County voters in November, 1990) and the Congestion Management Program (CMP) component of Proposition 111 (the State gas tax increase approved by California voters in June, 1990). Measure M requires that each City adopt a seven year CIP that includes all transportation projects programmed by the City for receipt of Measure M revenues. The CMP requires that Orange County develop a seven year CIP to maintain or improve traffic level of service and transit performance standards for the CMP Highway System.

The City's Seven-Year CIP presents the capital improvement needs and the available revenue for public works projects. A balance between meeting ongoing needs and addressing new project requirements is depicted in the CIP.

Traffic Improvement/Public Facilities Development Agreements

In the event that the financing and implementation provisions of the Growth Management Element are implemented through subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements, such agreements will be consistent with this Element and its implementing ordinances, plans, and programs.

INTER-JURISDICTIONAL COORDINATION: PLANNING FORUMS

The Countywide Traffic Improvement and Growth Management Program established inter-jurisdictional forums for Orange County jurisdictions located in a Growth Management Area (GMA). The City of Laguna Hills participates in the inter-jurisdictional forums for GMA 9 and GMA 10.

Together with the other participating jurisdictions, the City will work to maintain a list of GMA Transportation Improvement Projects designed to accommodate General Plan growth projections. The member jurisdictions through the planning forums have developed a Deficient Intersection List. After consultation with the Inter-Jurisdictional Planning Forums, the City will establish appropriate mitigation standards for those intersections exceeding the applicable LOS target, or will determine that a given intersection is subject to a finding of special circumstances.

TRIP REDUCTION

In addition to promoting improvements for additional circulation capacity, the City also endorses alternative transportation modes and strategies to reduce vehicular trips. The City has adopted programs to reduce trip generation, including a Transportation Demand Management Ordinance to help reduce trips to and from work. General Plan implementation will result in a more balanced jobs/housing ratio, which will allow residents to live closer to their jobs, thus reducing the length of their commute.

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H. IMPLEMENTATION MONITORING PROGRAM

City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
II. COMMUNITY DEVELOPMENT AND DESIGN			
II.A. Population			
II.A.1.	General Plan Annual Review and Update Annual Facilities and Services Review Housing Improvement Program Recognize the Need for Housing Laguna Hills Role in the Provision of Housing Provision of Adequate Sites for Housing Assisted Housing Maintenance of Existing Sound Housing Housing for Special Needs Groups Prevention of Housing Discrimination	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget. The Housing Improvement Program will be implemented pursuant to the Implementation responsibilities and Timing Matrix (Table VII-7) in the General Plan.	Ongoing Pursuant to Table VII-7.
II.A.2. to II.A.3.	Intergovernmental Coordination and Community Involvement Program	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Program implementation on a as needed basis.
II.B. Housing			
II.B.1. to II.B.7.	Housing Improvement Program Recognize the Need for Housing Laguna Hills Role in the Provision of Housing Provision of Adequate Sites for Housing Assisted Housing Maintenance of Existing Sound Housing Housing for Special Needs Groups Prevention of Housing Discrimination	The Housing Improvement Program will be implemented pursuant to the Implementation responsibilities and Timing Matrix (Table VII-7) in the General Plan.	Pursuant to Table VII-7.

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
II.C. Land Use			
II.C.1.	Development Review Program General Plan Land Use Designation	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Ongoing
II.C.2. to II.C.7.	Adoption of the General Plan	The adoption of the General Plan will be implemented by the Planning Department and will be funded by the City's General Fund.	FY 93/94
II.C.9. to II.C.10.	Development Review Program General Plan Development Standards	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Ongoing
II.C.11. to II.C.12.	Special Studies and Programs Laguna Hills Village	Responsibility and timing to be assigned each fiscal year as part of the budget process.	Programs are reviewed annually.
II.C.13.	Intergovernmental Coordination and Community Involvement Program Coordination of Land Use Planning Activities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Program implementation on a as needed basis.
II.C.14.	General Plan Annual Review and Update Municipal Facilities and Services Growth Management Program Development Mitigation, Phasing, and Performance Monitoring.	The Annual General Plan Review and Update will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Annually
II.C.15.	Intergovernmental Coordination and Community Involvement Program closure of El Toro MCAS	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Program implementation on a as needed basis.

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
II.D. Growth Management			
II.D.1.	Growth Management Program Development Mitigation, Phasing, and Performance Monitoring Inter-jurisdiction Coordination: Planning Forums	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Ongoing
II.D.2.	Development Review Program Circulation and Transportation	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
II.D.3.	Growth Management Program Development Mitigation, Phasing, and Performance Monitoring	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Program is initiated upon project review and monitored until project is completed.
II.D.4. to II.D.5.	Development Review Program Circulation and Transportation	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
II.D.6.	Development Review Program Circulation and Transportation	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
II.D. Growth Management (Cont'd)			
II.D.7.	Development Review Program Circulation and Transportation	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
	Growth Management Program Development Mitigation, Phasing, and Performance Monitoring	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Program is initiated upon project review and monitored until project is completed.
II.D.8.	Growth Management Program Development Mitigation, Phasing, and Performance Monitoring	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Program is initiated upon project review and monitored until project is completed.
II.D.9.	Development Review Program Circulation and Transportation	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
III. FISCAL MANAGEMENT			
III.A.1 to III.A.11	General Plan Annual Review and Updated Fiscal Management Fiscal Management Review Municipal Facilities and Services	The Annual General Plan Review and Update will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Annually
III.A.12	Housing Improvement Program Provision of Site For Housing	The Housing Improvement Program will be implemented pursuant to the Implementation and Timing Matrix (Table VII-7) in the General Plan.	Pursuant to Table VII-7.
III.A.13	Development Review Program All Applicable Programs Special Studies and Programs Laguna Hills Village	The Development Review Program will be implemented by the Planning Department in conjunction with the City Engineering Department and will be funded primarily by development review fees and department budget. Responsibility and timing to be assigned each fiscal year as part of the budget process.	Program is initiated upon project review and monitored until project is completed. Program is reviewed annually.
III.A.14 to III.A.15	Development Review Program All Applicable Programs	The Development Review Program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
III.A.16 to III.A.24	General Plan Annual Review and Update Fiscal Management Fiscal Management Review Municipal Facilities and Services Special Studies and Programs Economic Development Strategy	The Annual General Plan Review and Update will be coordinated by the Planning Department, and will be funded by various participating City department budgets. Responsibility and timing to be assigned each fiscal year as part of the budget process.	Annually Program is reviewed annually.

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
IV. MUNICIPAL FACILITIES AND SERVICES			
IV.A. Circulation and Transportation			
IV.A.1.	Development Review Program Circulation and Transportation	The Development Review program will be implemented by the Planning Department in conjunction with the City Engineering Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
IV.A.2.	Development Review Program Circulation and Transportation	The Development Review program will be implemented by the Planning Department in conjunction with the City Engineering Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
IV.A.3.	Development Review Program Circulation and Transportation	The Development Review program will be implemented by the Planning Department in conjunction with the City Engineering Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
IV.A.4.	Growth Management Program Inter-jurisdiction Coordination: Planning Forums	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Ongoing
IV.A.5.	Intergovernmental Coordination and Community Involvement Program Coordination of Circulation Facilities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
IV.A. Circulation and Transportation (Cont'd)			
IV.A.6.	Development Review Program Air Quality	The Development Review program will be implemented by the Planning Department in conjunction with the City Engineering Department and will be funded primarily by development review fees and department budget.	Ongoing
	Intergovernmental Coordination and Community Involvement Program Coordination of Circulation Activities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
	General Plan Review and Update Municipal Facilities and Services Environmental Resources	The Annual General Plan Review and Update will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Annually
	Growth Management Program Development Mitigation, Phasing, and Performance Monitoring	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Ongoing
IV.A.7.	Development Review Program Air Quality	The Development Review program will be implemented by the Planning Department in conjunction with the City Engineering Department and will be funded primarily by development review fees and department budget.	Ongoing
	Intergovernmental Coordination and Community Involvement Program Coordination of Circulation Facilities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
	Special Studies and Programs Traffic Impact Analysis	Responsibility and timing to be assigned each fiscal year as part of the budget process.	Programs are reviewed annually
	Growth Management Program Development Mitigation, Phasing and Performance Monitoring	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Ongoing
IV.A.8.	Intergovernmental Coordination and Community Involvement Program Coordination of Circulation Facilities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing coordination on an as park and ride needs are demonstrated.

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
IV.A. Circulation and Transportation (Cont'd)			
IV.A.9.	Intergovernmental Coordination and Community Involvement Program Coordination of Circulation Facilities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Initiate contact in FY 93/94, and ongoing thereafter.
IV.A.10 to IV.A.11.	Intergovernmental Coordination and Community Involvement Program Coordination of Circulation Facilities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing review and comment on activities.
IV.A.12.	Development Review Program Air Quality	The Development Review program will be implemented by the Planning Department in conjunction with the City Engineering Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
IV.A.13. to IV.A.15.	Special Studies and Programs Traffic Impact Analysis	Responsibility and timing to be assigned each fiscal year as part of the budget process.	TIA preparation manual initiated in FY 93/94.
IV.A.16.	Special Studies and Programs City of Laguna Hills Development Code	Responsibility and timing to be assigned each fiscal year as part of the budget process.	Program priority is reviewed annually.
IV.B. Infrastructure			
IV.B.1 to IV.B.2.	Development Review Program Municipal Facilities and Services Performance Standards Water Resources Stormwater Management and Flooding	The Development Review program will be implemented by the Planning Department in conjunction with the City Engineering Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
	General Plan Review and Update Municipal Facilities and Services	The Annual General Plan Review and Update will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Annually
	Growth Management Program Development Mitigation, Phasing, and Performance Monitoring	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Program is initiated upon project review and monitored until project is completed.

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
IV.B. Infrastructure (Cont'd)			
IV.B.3.	Intergovernmental Coordination and Community Involvement Program Coordination of Infrastructure Facilities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Program is implemented on an ongoing basis. Report to Council to be given annually.
IV.C. Education Facilities			
IV.C.1. to IV.C.4.	Intergovernmental Coordination and Community Involvement Program Coordinate Planning Programs with the Saddleback Unified School District	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
IV.D. Parks and Recreation			
IV.D.1 to IV.D.7.	Intergovernmental Coordination and Community Involvement Program Coordinate Planning Programs with the Saddleback Unified School District	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
IV.E. Fire Prevention and Suppression			
IV.E.1. to IV.E.2.	Intergovernmental Coordination and Community Involvement Program Maintain Emergency Preparedness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
IV.E.3. to IV.E.4.	Development Review Program Emergency Services and Facilities	The Development Review program will be implemented by the Planning Department in conjunction with the Orange County Fire Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
IV.E.5.	Intergovernmental Coordination and Community Involvement Program Maintain Emergency Preparedness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Participate in ongoing discussion and report to City Council as part of the General Plan Annual Review and Update

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GENERAL PLAN

City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
IV.E. Fire Prevention and Suppression (Cont'd)			
IV.E.6.	Development Review Program	The Development Review program will be implemented by the Planning Department in conjunction with the Orange County Fire Department and local water purveyors and will be funded primarily by development review fees and department budget.	Ongoing
IV.F. Police Services and Crime Prevention			
IV.F.1. to IV.F.2.	Intergovernmental Coordination and Community Involvement Program Maintain Emergency Preparedness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
IV.F.3. to IV.F.4.	Development Review Program Municipal Facilities and Services Performance Objectives Crime Prevention and Suppression Emergency Services and Facilities	The Development Review program will be implemented by the Planning Department in conjunction with the Orange County Sheriff's Department and local water purveyors and will be funded primarily by development review fees and department budget.	Ongoing
IV.F.5.	Intergovernmental Coordination and Community Involvement Program Enhance Community Awareness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
IV.G. Emergency Services and Facilities			
IV.G.1. to IV.G.2.	Development Review Program Emergency Services and Facilities	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
	Intergovernmental Coordination and Community Involvement Program Maintain Emergency Preparedness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department in conjunction with are and regional emergency agencies and will be funded primarily by the City's General Fund.	Ongoing
IV.H. General City Services and Facilities			
IV.H.1. to IV.H.6.	Special Studies and Programs Coordination of Infrastructure Facilities	Responsibility and timing to be assigned each fiscal year as part of the budget process.	Program is reviewed annually.

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GENERAL PLAN

City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
V. ENVIRONMENTAL RESOURCES			
V.A. Open Space			
V.A.1. to V.A.2.	Intergovernmental Coordination and Community Involvement Program Expand Park Facilities and Programs	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department in conjunction with the Parks and Recreation Department and will be funded primarily by the City's General Fund.	Implementation of the program will be in concert with the City's implementation of the Master Plan of Parks and Recreation.
V.A.3. to V.A.4.	Special Studies and Programs Open Space Management Plan	Responsibility and timing to be assigned each fiscal year as part of the budget process.	Program is reviewed annually.
V.B. Air Quality			
V.B.1. to V.B.2.	Development Review Program Air Quality	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Ongoing
V.B.3. to V.B.4.	Intergovernmental Coordination and Community Involvement Program Coordination of Circulation Activities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department in conjunction with the Engineering Department and will be funded primarily by the City's General Fund.	Ongoing
V.B.5.	Development Review Program Air Quality	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
	Special Studies and Programs Traffic Impact Analysis	Responsibility and timing to be assigned each fiscal year as part of the budget process.	Programs to be reviewed annually.
	Growth Management Program Development Mitigation, Phasing, and Performance Monitoring	The Growth Management Program will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Ongoing
V.B.6.	General Plan Annual Review and Update Municipal Facilities and Services	The Annual General Plan Review and Update will be coordinated by the Planning Department in coordination with the Engineering Department, and will be funded by various participating City department budgets.	Annually

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
V.B. Air Quality (Cont'd)			
V.B.7.	General Plan Adoption	The adoption of the General Plan will be implemented by the Planning Department and will be funded by the City's General Fund.	FY 93/94
V.B.8.	Development Review Program Air Quality	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
V.B.9. to V.B.10.	Special Studies and Programs City of Laguna Hills Development Code	Responsibility and timing to be assigned each fiscal year as part of the budget process.	Programs to be reviewed annually.
V.B.11.	Development Review Program Energy Resources	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Ongoing
V.B.12.	General Plan Annual Review and Update Source Reduction and Recycling Progress Review	The Annual General Plan Review and Update will be coordinated by the Planning Department, and will be funded by various participating City department budgets.	Annually
V.B.13.	Intergovernmental Coordination and Community Involvement Program Coordination of Circulation Activities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department in conjunction with the Engineering Department and will be funded primarily by the City's General Fund.	Ongoing
V.C. Biological Resources			
V.C.1. to V.C.7.	Development Review Program Biological Resources	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Ongoing
V.C.8.	Intergovernmental Coordination and Community Involvement Program Coordination of Land Use Planning Activities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
V.D. Energy Resources			
V.D.1. to V.D.3.	Development Review Program Energy Resources	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Ongoing
V.E. Water Resources			
V.E.1.	Intergovernmental Coordination and Community Involvement Program Coordination of Land Use Planning Activities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department in coordination with the City Engineering Department and will be funded primarily by the City's General Fund.	Continuance of an ongoing program.
V.E.2.	Development Review Program Water Resources	The Development Review program will be implemented by the Planning Department in coordination with the City Engineering Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
V.E.3.	Special Studies and Programs City of Laguna Development Code	Responsibility and timing to be assigned each fiscal year as part of the budget process.	Programs to be evaluated annually.
V.E.4.	Intergovernmental Coordination and Community Involvement Program Enhance Community Awareness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
V.E.5.	Intergovernmental Coordination and Community Involvement Program Maintain Emergency Preparedness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department in coordination with local and regional emergency agencies and will be funded primarily by the City's General Fund.	Ongoing
V.F. Mineral Resources			
V.F.1. to V.F.2.	Intergovernmental Coordination and Community Involvement Program Coordination of Land Use Planning Activities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
V.G. Historic Resources			
V.G.1. to V.G.2.	Development Review Program Historic, Paleontologic, and Archaeologic Resources	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
VI. ENVIRONMENTAL HAZARDS			
VI.A. Geology and Seismicity			
VI.A.1. to VI.A.2.	Development Review Program Geology and Seismicity	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
	Intergovernmental Coordination and Community Involvement Program Maintain Emergency Preparedness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department in coordination with local and regional emergency agencies and will be funded primarily by the City's General Fund.	Ongoing
VI.A.3. to VI.A.4.	Intergovernmental Coordination and Community Involvement Program Maintain Emergency Preparedness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department in coordination with local and regional emergency agencies and will be funded primarily by the City's General Fund.	Ongoing
VI.A.5.	Development Review Program Geology and Seismicity	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
VI.B. Stormwater Management and Flooding			
VI.B.1. to VI.B.2.	Development Review Program Municipal Facilities and Services Performance Objectives Stormwater Management and Flooding	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.

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City of Laguna Hills Implementation Monitoring Program			
General Plan Strategy	Relevant Implementation Measure	Responsibility and Funding	Timing
VI.C. Noise			
VI.C.1. to VI.C.7.	Development Review Noise	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
VI.C.6. to VI.C.9.	Development Review Noise	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
	Intergovernmental Coordination and Community Involvement Program Noise	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
VI.D. Hazardous Materials			
VI.D.1. to VI.D.3.	Development Review Program Hazardous Materials	The Development Review program will be implemented by the Planning Department and will be funded primarily by development review fees and department budget.	Program is initiated upon project review and monitored until project is completed.
VI.D.4. to VI.D.5.	Intergovernmental Coordination and Community Involvement Program Enhance Community Awareness	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing
VI.E. Airport Hazards Management			
VI.E.1. to VI.E.3.	Intergovernmental Coordination and Community Involvement Program Coordination of Land Use Planning Activities	The Intergovernmental Coordination and Community Involvement Program will be implemented by the Planning Department and will be funded primarily by the City's General Fund.	Ongoing



**APPENDIX A
POPULATION AND
HOUSING ASSESSMENT**

CITY OF LAGUNA HILLS
GENERAL PLAN APPENDIX A

A. POPULATION AND HOUSING ASSESSMENT

The Population and Housing Assessment appendix provides background data and analysis for the General Plan Housing Element.

POPULATION GROWTH TRENDS

Between 1900 and 1980 the State of California grew an average of 3.5 percent each year. In Orange County, however, the population grew at an average annual rate of 5.9 percent, which is 68 percent higher than the State. The post-war decades between 1950 and 1970 were years of spectacular growth for Orange County. In 1950, just over 216,000 persons lived in the County; by 1970, the population had grown to over 1.4 million. During this time period, the majority of new development occurred in northern areas of Orange County. In the 1970s, as vacant land became more scarce, growth shifted to the south with the rise of new cities of Irvine, Mission Viejo, and Laguna Niguel.

The area currently within the incorporated City of Laguna Hills experienced a tremendous amount of growth in the 1980s, with a 88 percent population increase between 1980 and 1990 or an annual growth rate of 6.5 percent (see Table A-1).

Since 1970, Orange County's growth rate has dropped off substantially, although it still exceeds state growth rates. During the 1980s, the southern portion of Orange County experienced between a four to five percent annual growth rate.

Table A-1
Laguna Hills General Plan Study Area
Population

Year	Total		Change	
	City Population	Sphere Population	City	Sphere
1980	12,181	N.A.	N.A.	N.A.
1990	22,938	4,950	88.3%	--

Source: 1980 and 1990 Census; Alfred Gobar Associates, November 1992.

RACE AND ETHNICITY

The population in Laguna Hills is less diverse in terms of ethnic composition than Orange County as a whole. The majority of the General Plan study area population is of Non-Hispanic White racial origin, comprising 86.2 percent, slightly higher than the County's figure of 78.6 percent (see Table A-2). However, the City has a greater diversity of people than in 1980, when the persons who classified themselves as white made up 92.5 percent of the population.

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Table A-2
Racial and Ethnic Composition (1990)

Race and Ethnicity	City of Laguna Hills		Sphere of Influence		Total Study Area		County of Orange	
	#	%	#	%	#	%	#	%
White	19,771	86.2	4,275	86.4	24,046	86.2	1,894,593	78.6
Black	319	1.4	85	1.7	404	1.5	42,681	1.8
Asian/Pacific Islander	2,226	9.7	432	8.7	2,658	9.5	249,192	10.3
American Indian	78	0.3	32	0.6	110	0.4	12,165	0.5
Other	544	2.4	126	2.5	670	2.4	211,925	8.8
Total	22,938	100.0	4,950	100.0	27,888	100.00	2,410,556	100.0
Spanish/Hispanic Origin ¹	2,108	9.2%	412	8.3%	2,520	9.0%	564,828	23.4%

Source: 1990 Census; Alfred Gobar Associates, November 1992.

¹ Spanish/Hispanic Origin is technically an ethnic distinction; persons in this ethnic category often classify themselves in one of several racial categories. To avoid double counting, this category is kept separate.

HOUSEHOLD INCOME

An important factor with respect to housing affordability is household income. While upper income households have more discretionary income to spend on housing, low and moderate income households are more limited in the range of housing they can afford.

There were a wide range of household incomes in the General Plan study area according to the 1990 Census (see Table A-3). Household income within the incorporated portion of the General Plan study area were understandably higher than those in the sphere of influence since a majority of units in the City are owner occupied single family, where as a majority of units in the sphere of influence are condominium and rental units.

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Table A-3
Household Income (1990)

Income Level	City of Laguna Hills		Sphere of Influence		Total Study Area		County of Orange	
	Number of Households	Percent of Households	Number of Households	Percent of Households	Number of Households	Percent of Households	Number of Households	Percent of Households
Under \$20,000	630	8.3	187	9.3	817	8.5	137,276	16.6
\$20,000 - \$29,999	610	8.1	215	10.7	825	8.8	214,162	25.9
\$30,000 - \$39,999	630	8.3	223	11.1	853	8.9		
\$40,000 - \$49,999	810	10.7	315	15.7	1,125	11.7	101,512	12.2
\$50,000 - \$59,999	623	8.2	297	14.8	920	9.6	88,911	10.7
\$60,000 - \$74,999	1,079	14.3	360	17.9	1,439	15.0	100,197	12.1
\$75,000 - \$99,999	1,173	15.5	200	10.0	1,373	14.3	93,749	11.3
\$100,000 - \$124,999	812	10.7	104	5.2	916	9.5	43,810	5.3
\$125,000 - \$149,999	348	4.6	64	3.2	412	4.3	18,391	2.2
\$150,000 +	860	11.3	44	2.2	904	9.4	30,850	3.7
Total	7,569	100.0	2,009	100.0	9,584	100.0	828,858	100.0

Source: 1990 Census; Alfred Gobar Associates, November 1992.

AGE COMPOSITION

According to the 1990 Census, the largest percentage of persons in the General Plan study area is between the ages of 35 and 44 (see Table A-4). For the County, the largest percentage of population is between the ages of 25 and 34, slightly younger than the largest percentage of population found in the General Plan study area. The age breakdown of the population in both the City of Laguna Hills and the County of Orange are quite similar, with the largest percentage of population between the ages of 25 and 54. Median age for the General Plan study area is 31.97 for the incorporated portion and 33.56 in the sphere of influence. This compares with a median age of 31.5 in the County.

CITY OF LAGUNA HILLS

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Table A-4
Age of Population (1990)

Years	City of Laguna Hills		Sphere of Influence		Total General Plan Study Area		County of Orange	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
5 & Under	2,067	9.0	443	8.7	2,500	9.0	217,171	9.0
6 - 9	1,409	6.1	217	4.4	1,626	5.8	129,743	5.4
10 - 13	1,401	6.1	171	3.4	1,572	5.6	119,261	4.9
14 - 17	1,346	5.9	173	3.5	1,519	5.4	121,740	5.1
18 - 20	967	4.2	172	3.4	1,139	4.1	119,052	4.9
21 - 24	1,243	5.4	265	5.4	1,508	5.4	175,390	7.3
25 - 34	3,919	17.1	1,098	22.2	5,017	18.0	489,232	20.3
35 - 44	4,504	19.6	911	18.4	5,415	19.4	378,712	15.7
45 - 54	3,005	13.1	510	10.3	3,515	12.6	259,699	10.8
55 - 64	1,234	5.4	342	7.0	1,576	5.7	181,565	7.5
65 - 74	681	3.0	261	5.3	942	3.4	130,021	5.4
75 - 84	611	2.7	277	5.6	888	3.2	67,450	2.8
85 +	551	2.4	120	2.4	671	2.4	21,520	0.9
Total	22,938	100.0	4,950	100.0	27,888	100.0	2,410,556	100.0

Source: 1990 Census; Alfred Gobar Associates, November 1992.

EDUCATIONAL ATTAINMENT

The education levels in a community are important indicators of a variety for socioeconomic characteristics, primarily occupation and income. According to the 1990 Census,¹ for residents over 25 years of age, 93.2 percent were high school graduates or better, and 39.0 percent had a bachelor's degree or better. These high education levels indicate, not only a well educated community, but an area with a high percentage of people employed in high salary, professional occupations. The salaries of these types of jobs increase the amount of a household's money that is available for housing, and therefore, the demand for single family homes.

¹ Information based on 1990 Census Designated Place.

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EMPLOYMENT

In general, the workforce in the City of Laguna Hills is highly skilled. According to the 1990 Census, 76.6 percent of the employed persons in Laguna Hills work in "white collar" occupations, while 23.4 percent of the City's population are involved in "blue collar" employment (see Table A-5). Overall, this represents a higher level of affluence in the community, as compared to the County as a whole.

Table A-5
Occupations For Residents in the City of Laguna Hills

Occupation	City of Laguna Hills		Sphere of Influence		Total General Plan Study Area		Orange County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White Collar	9,370	76.6	2,040	75.2	11,410	76.4	845,155	65.4
Professional/Technical	2,389	19.5	562	20.7	2,951	19.8	237,570	18.4
Managers/Proprietors	2,932	24.0	523	19.3	3,455	23.1	214,200	16.6
Clerical	1,692	13.8	557	20.5	2,249	15.1	212,958	16.5
Sales	2,357	19.3	398	14.7	2,755	18.4	180,427	14.0
Blue Collar	2,855	23.4	672	24.8	3,527	23.6	447,317	34.6
Craftsman	811	6.6	248	9.1	1,059	7.1	133,204	10.3
Operatives	353	2.9	103	3.8	456	3.1	109,981	8.5
Service Workers	1,372	11.2	248	9.1	1,620	10.9	141,327	10.9
Laborers	278	2.3	62	2.3	340	2.3	42,990	3.3
Farmworkers	41	0.3	11	0.4	52	0.3	19,815	1.5
Total Employment	12,225	100.0	2,712	100.0	14,937	100.0	1,292,472	100.0

Source: Alfred Gobar Associates, November 1992.

¹ Sphere of Influence information was not available at time of screencheck.

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UNIT TYPE

Table A-6
Housing Unit Mix

Units in Structure	City of Laguna Hills		Sphere of Influence		Total General Plan Study Area		County of Orange	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1 - detached and attached	6,296 ¹	77.1	1,552	79.9	7,848	76.6	536,312	61.6
2	26	0.3	12	0.6	38	0.4	16,472	2.0
3 - 4	203	2.5	254	12.3	457	4.5	67,232	7.5
5 - 9	352	4.3	6	0.3	358	3.5	59,696	6.8
10 - 19	562	6.9	7	0.3	569	5.5	54,507	6.2
20 - 49	126	1.5	0	0.0	126	1.2	41,341	4.7
50 +	514	6.3	0	0.0	514	5.0	58,304	6.6
Mobile Home	3	0.0	222	10.7	225	2.2	32,396	3.6
Other	88	1.1	18	0.9	106	1.0	8,812	1.0
Total	8,170	100.0	2,071	100.0	10,241	100.0	875,072	100.0

Source: 1990 Census; Alfred Gobar Associates, November 1992.

¹ Includes 1,383 condominiums.

CONDITIONS OF UNITS

Laguna Hills was primarily built in the 1970s and 1980s, with just under 62 percent of the housing units being built between 1970 and 1984. Only 0.5 percent of the City's housing units were built before 1960 and no housing units were built before 1950.

Based on the average life of a house, the accepted standard for major rehabilitation needs is after 30 years. In 1990, approximately seven percent of the City's housing stock was over 30 years old. By the year 2002, approximately 38.1 percent of the City's housing will be 30 years or older. This indicates the need for continued maintenance and the potential need for targeted programs in the future. However, the affluence of the area indicates that residents have maintained their homes and it is unlikely that major rehabilitation will be necessary in this time period. Consequently, the housing stock does not have a significant need for rehabilitation.

The City's Building Department conducted an evaluation of the structural condition of the City's housing stock in December 1992. Based on exterior evaluation, neighborhoods were rated as "very good," "good," "adequate," or "substandard." These evaluations are defined further below.

- **Very Good Condition:** Recently built housing.

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- **Good Condition:** Unit in good condition, with no outwardly apparent signs of decay.
- **Adequate Condition:** Structure generally sound, but in need of minor repair to correct deficiencies such as patched, loose, or missing roof material; cracking or peeling paint; broken or missing windows/screens; broken, weathered, or worn wood trim or siding; missing steps or porches; loose or worn wiring.
- **Substandard Conditions:** Structure contains minor or major structural deficiencies such as loose protective surface; settled porch or roof; weakened structure or inadequate building foundation.

All of the housing units in Laguna Hills were in either very good condition or good condition, according to the City's Building Department.

TENURE AND VACANCY RATE

The tenure distribution of a community's housing stock, owner versus renter, influences several aspects of the local housing market. Residential mobility is influenced by tenure, with ownership housing evidencing a much lower turnover rate than rental housing. Housing overpayment, while faced by many households regardless of tenure, is far more prevalent among renters. Tenure preferences are primarily related to household income, composition, and age of the householder (see Table A-7).

Vacancy, or the rate of occupied versus unoccupied units, is a widely used indicator of housing need and choice as well as the relative health of housing markets. A vacancy rate of four to six percent in a mature community generally indicates a fairly stable housing market. Conversely, a high vacancy rate suggests that there is an oversupply of housing. The vacancy rate for purposes of this analysis constitutes units available to renters or buyers.

In 1990, the vacancy rate in the General Plan study area was 6.5 percent overall, with a 3.2 percent vacancy rate for-sale housing units, and 1.4 percent for for-rent housing units. The remaining vacancy rate is comprised of 1.1 percent for rented or sold housing units that are presently not occupied, 76 housing units that are vacant for various other reasons, such as vacation homes and occasional use. This is slightly higher than the County's overall vacancy rate of 5.5 percent. This figure includes housing units both for sale and for rent. This is generally considered a high vacancy rate and is likely to exist in the General Plan study area due to the high cost of housing and the current recession.

COST

Ownership Housing

In 1990, the majority of housing in Laguna Hills was priced over \$200,000 (see Table A-8). Median value of housing in the General Plan study area was \$333,453.00 within the City and \$184,270.00 within the sphere of influence. The difference is due to the fact that large lot "upper end" housing units are located in the incorporated portion of the General Plan study area and that condominiums make up 77 percent of the units in the sphere of influence.

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When compared to the County median of \$250,300.00, the incorporated portion of the General Plan study area was approximately 33 percent higher, and the City's sphere of influence represented only 73 percent of the County median.

Rental Housing

The cost of rental housing in the General Plan study area is significantly higher than that of the County as a whole. Contract rent is the monthly rent agreed to or contracted for, regardless of furnishings, utilities, fees, meals, or any other services that may be included. The median contract rent in the County is \$728.00 as compared to \$879.00 in the incorporated portion of the General Plan study area, and \$917.00 for the City's sphere of influence. The General Plan study area also had more than twice the amount of rental units charging \$1,000.00 or more than did the County as a whole. As is stated in the previous section, the variety of rental housing type within the City's sphere of influence is limited, and may be responsible for the disparity between the rest of the General Plan study area. The median rent for the City of Laguna Niguel in 1990 was comparable to that of Laguna Hills at \$874.00.

To obtain more specific data on the type of rental units, a newspaper survey was conducted. There are many rental units in the City of Laguna Hills, ranging in rent from \$695 to \$2,750 (see Table A-11). The majority of rental units in the City are single family homes, townhomes, or condominiums. The majority of rental units are two-bedrooms dwelling units, although there are quite a few three-bedroom housing units as well. There is an absence of advertisements for apartment rentals within the General Plan study area. This may be due to either a low vacancy rate in the General Plan study area, or that apartment owners do not need to advertise in order to fill units.

HOUSING AFFORDABILITY

State and federal standards for housing overpayment are based on an income-to-housing cost ratio of 30 percent and above. Households paying greater than this amount have less income left over for other necessities, such as food, clothing, utilities, and health care. It is recognized, however, that upper income households are generally capable of paying a larger proportion of their income for housing, and therefore, estimates of housing overpayment generally focus on lower income groups.

The distinction between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established in that market. An analysis of those households who are currently overpaying for housing are included in Tables A-7 and A-8 will be included in the General Plan Housing Element.

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Table A-7
City of Laguna Hills
Household Income versus Housing Expenditures

Income Class	Number of Households Paying Over 25 Percent of Income on Housing			% of All Households in Class
	Owners	Renters	Total	
Very Low Income	237	602	839	93.22
Lower Income	231	482	713	84.58
Total	468	1,084	1,552	89.04

Source: Planning Network, 1994.

Table A-8
City of Laguna Hills
Household Income versus Housing Expenditures

Income Class	Number of Households Paying Over 30 Percent of Income on Housing			% of all Households in Class
	Owners	Renters	Total	
Very Low Income	221	589	810	90.00
Lower Income	215	411	626	74.26
Total	436	1,000	1,436	82.39

Source: Planning Network, 1994.

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Table A-9
Housing Tenure

Type of Structure	City of Laguna Hills				Sphere of Influence				Total General Plan Study Area				County of Orange			
	Owner Occupied		Renter Occupied		Owner Occupied		Renter Occupied		Owner Occupied		Renter Occupied		Owner Occupied		Renter Occupied	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single Family	5,385	95.1	485	25.4	1,191	80.4	325	61.7	6,576	92.0	810	33.7	428,367	86.2	89,311	27.0
Multiple Family	249	4.4	1,368	71.7	88	5.9	183	34.7	337	4.7	1,551	64.5	36,501	7.3	234,592	71.0
Mobile Home	2	0.0	1	0.1	190	12.8	11	2.1	192	2.7	12	0.5	28,223	5.7	2,232	0.7
Other	25	0.5	54	2.8	13	0.9	5	0.9	38	0.5	30	1.2	3,733	0.8	4,107	1.3
Total	5,661	100.0	1,908	100.0	1,482	100.0	527	100.0	7,143	100.0	2,403	100.0	496,824	100.0	330,242	100.0

Source: 1990 Census; Alfred Gobar Associates, November 1992.

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Table A-10
Housing Value

Housing Price	City of Laguna Hills		Sphere of Influence		Total General Plan Study Area		County of Orange	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under \$50,000	19	0.3	7	0.5	26	0.3	2,950	0.8
\$50,000 - \$74,999	9	0.2	1	0.1	10	0.1	1,985	0.5
\$75,000 - \$99,999	7	0.1	4	0.3	11	0.1	4,666	1.1
\$100,000 - \$149,999	417	7.4	217	14.3	634	7.5	31,739	7.6
\$150,000 - \$199,999	506	8.9	747	50.4	1,253	14.9	75,812	18.2
\$200,000 - \$299,999	1,543	27.3	440	29.7	3,236	38.5	160,372	38.5
\$300,000 - \$499,999	1,958	34.6	65	4.4	2,023	24.1	105,221	25.3
\$500,000 +	1,200	21.2	1	0.1	1,201	14.3	33,497	8.1
Total	5,661	100.0	1,482	100.0	8,394	100.0	416,242	100.0

Source: 1990 Census; Alfred Gobar Associates, November 1992.

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Table A-11
Contract Monthly Rent for Renter-Occupied Housing Units

Monthly Rent	City of Laguna Hills		Sphere of Influence		Total Study Area		County of Orange	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Cash Rent or Rent Under \$100	27	1.4	11	.21	38	1.6	6,841	2.1
\$100 - \$499	45	2.4	112	21.2	157	6.4	29,291	9.0
\$500 - \$599	32	1.7	7	1.3	39	1.6	43,105	13.2
\$600 - \$699	335	17.5	11	2.1	346	14.2	67,814	20.7
\$700 - \$999	864	45.1	169	32.1	1,030	42.3	130,036	39.7
\$1,000 +	608	31.9	217	41.2	825	33.9	50,167	15.3
Total	1,908	100.0	527	100.0	2,435	100.0	327,254	100.0

Source: 1990 Census; Alfred Gobar Associates, November 1992.

Table A-12
Rental Units
November 1992-January 1993

Number of Bedrooms	Number Advertised For Rent	Average Monthly Rent	Range
One-Bedroom	1	\$695 ¹	NA
Two-Bedroom ²	18	\$949	\$895 ¹ - \$1,150
Three-Bedroom	13	\$1,124	\$950 - \$1,375
Four-Bedroom	2	\$2,523	\$2,295 - \$2,750
Five-Bedroom	1	\$2,200	NA

Source: The Orange County Register, November 29, 1992 through January 22, 1993.

¹ Income restricted and affordable residences.

² Includes apartments, condominiums, and single family homes.

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HOUSING NEEDS

Future Housing Needs

State housing element law requires that each city analyze its existing and projected housing needs for all income levels. This analysis must include a locality's fair share of the regional need. The distribution of regional need is prepared by the Southern California Association of Governments (SCAG) in its Regional Housing Needs Assessment (RHNA). The current Regional Housing Needs Assessment (RHNA) was prepared in 1988 and assessed the regional housing need for the five year period 1989-1994. However, the City of Laguna Hills was not incorporated until 1991, therefore, the City was not assigned a regional need by SCAG. Information related to the allocation of regional housing need will be addressed in the Laguna Hills General Plan Housing Element.

Housing Units Eligible for Conversion

State law requires the City to identify, analyze, and propose programs in the General Plan Housing Element to preserve housing units that are currently restricted to low income housing. This section identifies all of the low income housing units in the General Plan study area that are at risk of converting to non-low income housing uses between July 1, 1994 and July 1 2004. This inventory includes all multi-family rental units assisted under federal, state, and/or local programs including HUD programs, state and local bond programs, redevelopment programs, and local in-lieu fees, inclusionary, density bonus, or direct assistance program.

There are no housing units in the General Plan study area that are at risk of converting from low income housing through the loss or termination of State or federal subsidies.

There is one residential project in the General Plan study area that participate in the County's Multifamily Housing Program. This program provides revenue bond financing for multifamily projects which have units which are restricted to low income tenants. The location and status of the Aliso Creek development is included in Table A-13.

Table A-13
Assisted Housing at Risk of Conversion

Project Name	Location	Type of Assistance	Length of Affordability Controls	Earliest Potential Conversion Date	Number of Units	Number of Affordable Units
Aliso Creek	24152 Hollyoak, Laguna Hills	Revenue Bond Program	10 years	November 2007	538	109

Source: County of Orange, County Administrative Office, 1993

Since there are no assisted units (as defined by subsection 65583(a) of the State Government Code) within the General Plan study area which fall within the ten year study period, no further analysis is necessary.

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HOUSEHOLD CHARACTERISTICS

General Characteristics

The characteristics of the population provide an essential component toward the understanding of growth and change in a community. In addition, information collected on the household level provides a good base for the analysis of a community's housing needs. The Bureau of the Census defines a household as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, and unrelated individual living together. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households.

Household Composition

In 1990, there were 7,569 households in the City of Laguna Hills and 2,237 within the City's sphere of influence. Families represent the City's predominant household type, 76 percent in the City and 66 percent in the sphere of influence, which is similar to the County's figure of 72 percent.

Household Size

Household size is an important indicator identifying sources of population growth as well as overcrowding in individual housing units. A city's average household size could decrease if the population is aging.

In 1990, the average household size in the General Plan study area was 3.03 persons per household for the incorporated portion, and 2.45 persons per household for the sphere of influence. The incorporated portion of the General Plan study area has a slightly higher household size than the County's household size of 2.91. This characteristic is supported by the fact that the city is made up of a majority of family households (75.7 percent) in sizable homes.

Household size is also an indication of overcrowding. The standard measure of overcrowded housing used by the Census is a ratio of more than one person per room, excluding bathrooms, kitchens, hallways, and porches.

According to the 1990 Census, in the General Plan study area only 193, or 2.7 percent, of the owner-occupied housing units had over 1.01 persons per room. Just under 9 percent, or 210 housing units, of the renter-occupied housing units were overcrowded. In the County, the Census estimated that 26,859, or just over five percent, of the owner-occupied housing units were overcrowded, and 65,632, or 20 percent, of the renter-occupied housing units were overcrowded. Housing units within the General Plan study area, therefore, were far less likely to be overcrowded when compared to the County as a whole.

Special Needs Households

Certain segments of the population may have a more difficult time finding decent affordable housing due to special circumstances. The State of California defines these "special needs" households as the elderly, disabled persons, large families, female-headed households, farmworkers, and the homeless in Laguna Hills. These persons and households include up to 15 percent of the population in the City (see Table A-14).

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Table A-14
Summary of Special Needs Groups
within the General Plan Study Area

Group	Number of Households/Persons	Percent of Total Households/Population
Elderly (65 +)	1,843	8.0
Disabled ¹	1,142	7.1
Large Families ²	1,258	13.1
Female-headed Households	711	7.4
Farmworkers	52	0.5

Source: 1990 Census; Alfred Gobar Associates, November 1992.

¹ Based on 1990 Census Designated place.

² Based on the number of households with five or more persons.

Elderly

The fastest growing segment of the County's population continues to be older adults. The County estimates that eight percent are home bound or shut-ins, and approximately 46 percent of those residing in the community need some type of assistance to remain independent. The special housing needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. There were 1,843 elderly persons in Laguna Hills, and 658 in the unincorporated portion of the General Plan study area in 1990, representing nine percent of the population. Census data indicates that approximately 4.8 percent of elderly persons in Laguna Hills live below the poverty line.

There are a myriad of social services programs that the County offers to elderly persons.

- **Home Helping Hands Registry**, located at 23547 Moulton Parkway, Suite 212, in Laguna Hills, is a program of the Volunteer Center of Greater Orange County, for referrals as independent providers of in-home care for frail older or handicapped persons in Orange County.
- **Iglesia Park-County of Orange**, located at 24671 Via Iglesia, in Laguna Hills, offers senior lunches, as well as socialization and group meeting opportunities.
- **Jewish Family Service**, located at 23421 S. Pointe Drive, Suite 155, in Laguna Hills, offers full service center for seniors, serves kosher lunch program Monday through Thursday.

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- *Laguna Hills Senior Center*, located at 24310 Moulton parkway, Suite C, offers a nutrition program, congregate meals and home delivered meals, case management, multiple senior services and activities, as well as information and referral.
- *Meals on Wheels and a Home Delivered Meals Programs*, that provide hot meals to elderly shut-ins, is also available in Laguna Hills.
- *Saddleback Coordinated Home Care*, 24421 Calle de la Louisa, in Laguna Hills, provides home health services, and comprehensive care volunteers for the elderly.
- *YMCA-Saddleback Valley Adult Day Care*, in Laguna Hills, provides day care for frail, elderly age 60 and over Monday through Friday. Program features therapeutic, recreational, health and social services for adults and the elderly.

Services outside of the City that serve the elderly include:

- *Orange County Health Care Agency (South)*, located at 27800 Medical Center Road, Suite 304, in Mission Viejo, offers outpatient mental health services for adults and seniors.
- *Orange County Housing Authority*, 2043 N. Broadway, in Santa Ana, offers rental assistance for the elderly in the County. The Section 8 "Certificate" and "Housing Voucher" Programs were established by Federal Law. Both provide rental assistance for low income persons in need of decent, safe and sanitary housing. The "Certificate" program requires families to pay not more than 30 percent of their adjusted income towards rent. The total amount of the rental unit must be approved by the Housing Authority and is based on utilities, location, and condition of each rental dwelling. In addition, the total rent must fall within the Housing Authority's Fair Market Rent limits.

The "Housing Voucher" program allows families to pay more than 30 percent of their adjusted income towards rent. Families pay the difference between the owner's rental price of the dwelling and the Housing Authority's portion of the rent. According to the Orange County Housing Authority, there are 19 elderly families, in one bedroom housing units, and two elderly families in two bedroom housing units, participating in the Section 8 "Certificate" Program. The Housing Authority does not have any figures on the number of elderly waiting for assistance. However, by applying a ratio of the number of people in the County on the waiting list to the City, the Housing Authority estimates that 42 families in the City of Laguna Hills who are waiting for housing assistance. The Housing Authority does not have a list of people receiving assistance in this program. However, by applying the same ratio, approximately five families in the City are participating in the voucher program. There is no way to estimate if any of these are elderly persons.

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- *Oso Viejo Community/Senior Center*, 24932 Oso Viejo Road, in Mission Viejo. This is a multi-purpose senior center providing services and recreation to seniors in the Saddleback Valley.
- *St. Joseph's Adult Day Health Care*, 24772 Chrisanta Drive, in Mission Viejo, provides a structured day care center program for the frail elderly with diminished mental abilities.

The proportion of elderly can be expected to increase as those persons between the ages of 35 and 64 grow older. Escalating housing costs, particularly in the rental housing market, severely impact housing affordability for the elderly, who are usually on fixed incomes. Housing needs of the elderly can be addressed through the provision of smaller units, shared living arrangements, congregate care housing, in-home services, and housing assistance programs.

Handicapped

Physical handicaps can hinder access to housing units of traditional design as well as potentially limit the ability to earn adequate income. According to the 1990 Census 28.5 percent of the elderly residents have mobility or self care limitations. Thus, handicapped accessible units provided in the City's senior housing projects address the needs of a large segment of the City's handicapped population.

A 1988 countywide needs assessment conducted by the Dayle McIntosh Center for the Disabled revealed that housing accessibility and affordability is the second greatest concern among disabled persons in Orange County. Individuals who are mobility impaired need housing that can accommodate wheelchairs or have been designed with level entryways and no interior or exterior stairs. Housing opportunities for the handicapped can be maximized through the provision of affordable, barrier free housing.

The Orange County Housing Authority's "Certificate" program is the only form of rental assistance offered to a disabled adult or a family with a disabled minor child involved in a program of rehabilitation through the State Department of Rehabilitation, Mental Health, Developmental Services, or their approved agencies.

Large Families

Large families are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large families often have lower incomes, frequently resulting in the overcrowding of smaller dwelling units and , in turn, accelerating unit deterioration. Household size is an important indicator identifying sources of population growth as well as overcrowding in individual housing units.

Approximately 15 percent of the City's households contain five or more persons. This proportion is identical to that found in Orange County as a whole. However, large families in the County are primarily associated with minority populations who have recently immigrated into this country and are often low and moderate income and often result in overcrowded units. On the other hand, the City of Laguna Hills has attracted many high income large families, who live in large homes and therefore, do not encounter overcrowding problems.

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Female-Headed Households

Female-headed households tend to have lower incomes than male-headed households due to the lower earning power associated with women in the workforce. In addition, female-headed households are more likely to have children than male-headed households.

In 1990, the Census indicated that 11 percent of the households in the City were headed by women. This is close to the County's figure of 8 percent. In the City of Laguna Hills, two-thirds, or 66 percent, of the female-headed households contained children under the age of 18, while less than one-half, or 45 percent, of the male-headed households had children under the age of 18. The presence of children and the lower income characteristic of female-headed households contribute to the difficulty in finding appropriate housing.

Homeless

Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homelessness include the general lack of housing affordability to low and moderate income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, and the de-institutionalization of the mentally ill.

The Orange County Homeless Issues Task Force estimates that there are at least 10,000-12,000 homeless people in the County, nearly half of whom are children under the age of five. While all of these people do not live on the streets, they all lack permanent shelter. A survey of close to 2,000 homeless persons seeking assistance, concluded by researchers from the University of California, Irvine, the County of Orange, local cities, and private non-profit agencies identified 41 percent of the people had lived in Orange County for 10 years or more. Sixty-six percent of those surveyed responded that affordable housing is what is needed to "get back on their feet".

The 1990 Census did not identify any homeless persons in the City of Laguna Hills, however, according to the Laguna Hills' Sheriffs Department, a few homeless and transients are occasionally observed traveling through the City, and several have been observed staying in the area overnight in overgrown drainage channels.

Although homeless and transients are only occasionally identified in Laguna Hills, State Law requires that each jurisdiction provide adequate sites to facilitate the development of emergency and transitional shelters. In addition, the homeless problem in the County stems, in part, from the lack of suitable, affordable housing. Therefore, a comprehensive solution to the homeless problems requires every jurisdiction in the County address the needs of the homeless.

While the shelter and service programs available to homeless people in Orange County are very good, there is an extreme deficit in services available. Presently, there are approximately 700 permanent shelter beds in the County, or a deficit of at least 9,300 beds. The majority of these shelters are located in the norther portion of the county. There are no homeless shelters in the City of Laguna Hills. The closest homeless shelter is the Friendship Shelter in Laguna Beach. This shelter provides housing, food, and referral services to enable homeless people to rehabilitate. In addition, there are a variety of homeless shelters located throughout Orange County (see Table A-15).

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Table A-15
Facilities in Orange County Serving the Homeless

Name	Persons/Groups Served	Location	Number of Beds
American Veterans Assistance Corp.	Veterans with families	Santa Ana	10
Anaheim Interfaith Shelter	Families	Anaheim	34
Anchor House	Families	San Clemente	14
Catholic Charities	Families	Santa Ana	18
Christian Temporary Housing	Families	Orange	60
Dayle McIntosh Center For The Disabled	Disabled Individuals/ Families with Disabled Members	Anaheim	7
Episcopal Service Alliance, Martha House	Women	Orange	10
Friendship Shelter	Individuals	Laguna Beach	22
House of Hope - O.C. Rescue Mission	Women & Children	Santa Ana	45
Irvine Temporary Housing	Families	Irvine	10 single family furnished apartments
Mercy House	Men	Santa Ana	12
Missionary Brothers of Charity	Families	Santa Ana	16
New Vista Shelter	Families	Fullerton	60
O.C. Rescue Mission	Men	Santa Ana	90
Orange Coast Interfaith Shelter	All	Costa Mesa	100
Salvation Army Hospitality House	All	Santa Ana	60
Shelter For The Homeless	Families, Men, & Women	Westminster	106
The Sheepfold	Women and Children	Tustin	55
The Villa Posada	Women	Santa Ana	6

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Table A-15
Facilities in Orange County Serving the Homeless

Name	Persons/Groups Served	Location	Number of Beds
Thomas House Temporary Shelter	Families	Fountain Valley	Provides room for 7 families
YWCA - Hotel For Women	Women	Santa Ana	38

Source: Orange County Social Service Resource Directory (1991-1992); County of Orange Housing Element, 1989.

Farmworkers

The special housing needs of farmworkers stem from their low wages and the seasonal nature of their employment. The 1990 Census estimated that less than one percent of the population in Laguna Hills were farmworkers and approximately one percent in the entire County. Therefore, the demand for housing generated by farmworkers in the General Plan study area is estimated to be nominal, and can be adequately addressed by overall housing affordability programs present in the City and County.

HOUSING NEEDS ASSESSMENT

An analysis of future housing needs is summarized in Table A-16, and is detailed in Table A-17. Information regarding the methodology used to determine projected housing need is provided in the notes to Table A-17. Based on comments received from the State Department of Community Development the Housing Needs Analysis was revised from a five to two year period. Projected household growth was, therefore, assumed to represent 40 percent of the total five year projected growth originally projected. Based on the analysis of projected housing needs over the next two years (1994-1996), an increase of 77 households was projected. To accommodate this increase, 5 new dwelling units need to be constructed over this period of time. The remaining 116 new households in Laguna Hills are anticipated to move into currently vacant units, reducing the City's vacancy rate from an estimated 7.4 percent in 1994 to 6 percent in 1996.

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Table A-16
Housing Needs (65583(a))

	Description	Owner	Renter	Total
1.	Number of existing households and housing units			
a.	Households	5,661	1,908	7,569
b.	Housing units			8,170
2.	Special housing needs groups by household.			
a.	Handicapped			1,142
b.	Elderly			1,843
c.	Large households			1,258
d.	Farmworkers			52
e.	Families with female head			711
f.	Homeless			NA ¹
3.	Number of overcrowded households.	193	210	403
4.	Number of housing units needing rehabilitation.			0
5.	Number of housing units needing replacement.			0
6.	Two-year projected new construction needs, including the share of the regional housing needs for the 1994 - 1996 Housing Element period (from Table A-15).			5
	Income Category	Two-Year New Construction Needs		
	Very Low (0-50% of median income)	3		
	Other Lower (50%-80%)	2		
	Moderate (80-120%)	0		
	Above Moderate (over 120%)	0		
	Total Units	5		
7.	Employment and Population trends.	III-1 to III-6		

Source: Planning Network, 1994.

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Table A-17
Projected Housing Needs Worksheet [1]
1994-1996

	Total	Very Low (0%-50%)	Low (50%-80%)	Moderate (80%-120%)	Upper (Over 120%)
1. 1994 Households [2]	7,852 100%	927 11.8%	872 11.1%	1,397 17.8%	4,656 59.3%
2. 1996 Households [3]	7,999				
3. Two year growth in households, 1990 local income distribution [4]	77	9	8	14	46
4. Two year growth in households, 1990 regional income distribution [5]		15 19.9%	15 19.8%	16 20.9%	29 39.4%
5. Avoidance of impaction (100% effort) [Line 4 - Line 3]		6	7	2	(17)
6. Multiply Line 5 by 25% (adopted policy guideline for reasonable effort to avoid impaction)		2	2	0	(4)
7. Revised two year housing growth, including impaction avoidance factor [Line 3 + Line 6]	77	11	10	14	42
8. 1996 Market Vacancy Goal (6%) [6]	506				
9. 1994 Market Vacancies [7]	622				
10. Vacancy Surplus [8]	116				
11. Vacancy Adjustment [9]	116	8	8	14	86
12. Demolition Adjustment	0				
13. Future Housing Needs, 1994-1996 [Line 7 - Line 11]	5	3	2	0	(0)

Source: Planning Network, 1994.

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Notes to Table A-15, Projected Housing Needs

- [1] Income groups were defined based on the Orange County median household income. This is reported in the 1990 Census as \$45,922 in 1989. Projecting median income forward to 1994 based on the Consumer Price Index yields a median income of \$53,433. Income groups are therefore as defined below.

	1989	1994
Orange County Median Income	\$45,922	\$53,433
Very Low Income (<50% of County Median Income)	Under \$22,961	Under \$26,717
Low Income (50%-80% of County Median Income)	\$22,961 - \$36,738	\$26,717 - \$42,746
Median Income (80%-120% of County Median Income)	\$36,738 - \$55,106	\$42,746 - \$64,120
Above Median Income (> 120% of County Median Income)	Above \$55,106	Above \$64,120

- [2] Based on the actual number of new units constructed from 1990 through 1993, adjusted by a vacancy factor of 7.4 percent.
- [3] Household growth from 1994 to 1996 is based on the construction of 77 units during the next two year period, for a total of 8,431 housing units, adjusted by a vacancy factor of 6 percent.
- [4] This represents the projected two year growth of households (77) distributed among income groups in the proportion of these income groups existing in the City of Laguna Hills in 1990.
- [5] This represents the projected two year growth of households (77) distributed among income groups in the proportion of these income groups existing in the Orange County in 1990.
- [6] Represents the maximum desirable vacancy factor to provide adequate housing choice.
- [7] The current available vacancy rate (1990) is 7.4 percent, and was carried forward as the estimated 1994 vacancy rate.
- [8] Represents the excess vacancies above the maximum ideal vacancy rate.
- [9] The vacancy adjustment factor is intended to represent the fact that a portion of the projected growth in households can be accommodated in existing vacant units without impacting future housing choice. Vacant single family dwellings were assumed to be available only for above moderate income households. Vacant multiple family dwellings were assumed to be available for very low, low, and moderate income households in proportion to their current occupancy of multiple family dwellings within Laguna Hills.

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OPPORTUNITIES FOR THE CREATION OF NEW HOUSING: LAND INVENTORY
(GOVERNMENT CODE SECTIONS 65583, 65583(A))

State law requires that the Housing Element include an inventory of land that is suitable for residential development. The purpose is to compare the total holding capacity with the locality's projected construction needs during the time frame of the Housing Element (1994-1996)². The locality can then determine if additional actions will be needed to provide sufficient sites to accommodate its need for new housing. Table A-18 below provides a summary of the available sites for housing within the City of Laguna Hills (see also Figure A-1, Inventory of Available Residential Land by Zoning Designations). All sites are fully improved and are adjacent to master planned infrastructure. One additional vacant parcel currently owned by the Saddle Back Valley Unified School District and zoned for Residential Hillside Estates was also considered but rejected since the District has plans to develop an Elementary School on the parcel.

Table A-18
Inventory of Available Residential Land
City of Laguna Hills
1993

General Plan study area	Available Vacant Lots/Land	Maximum Number of Units Allowed	Location
Single Family	19 Lots ¹	(RHE) Minimum 8,000 sq. ft. lots	Nellie Gail Ranch
	59 Lots ¹	(PC) 78 units	Moulton Ranch
Multi-Family ²	NA	NA	NA
Total	78		

Source: Planning Network, 1994.

¹ Represents vacant finished lots in established residential neighborhoods.

² There are no vacant multi-family parcels within the City.

² AB 2172 amended Government Code Section 65588 extending the planning period within the Southern California Association of Governments (SCAG) region from 1994 to June 30, 1996.

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As is described in the Housing Element, there is currently no vacant land available within the Laguna Hills city limits for the production of multiple family housing. Because the majority of development in the City is less than 30 years old and was developed under strict development agreements, which limit increases in intensity, the potential for rehabilitation of either old or underutilized development does not exist. Thus, if the City is to create any new housing that is affordable to low and moderate income households, it will need to be result from the intensification of existing development. As part of the formulation of the Housing Element and the land use portion of the Laguna Hills, General Plan, a review was undertaken of housing opportunities within existing developed lands. The Village area in the northern portion of the existing City was identified as the most appropriate location for new housing opportunities. Thus, land use and housing policies are aimed at creating new housing opportunities within existing multi-family projects in the village area. Because the lands within the Village area are already developed, it is believed that attached dwellings at a moderate density (12-20 units per acre) can be produced so as to be affordable to low and moderate income households since the cost of land would already have been amortized against current multi-family development, and since the new housing would be in addition to the value of existing development. Since new development within the Village area must meet a strict "trip budget," the potential for new units is limited to a maximum of 15 percent increase from the existing conditions (see Table A-19). Such an increase would allow for an additional 113 multi-family units to be constructed.

Table A-19
Urban Village Maximum Residential Development Intensity

Traffic Zone	Acreage	Existing Development	Maximum Increase in Development Intensity¹	Total Maximum Development Intensity
620	2.0	540	81	621
621	11.0	216	32	248
Total	31.0	756	113	869

Source: Planning Network, 1994.

¹ Based on a 15 percent increase in development intensity.

Given the 78 residential lots which are currently vacant, the 113 units which could be developed within the Village brings the total potential sites for housing to 191 units.

CONSTRAINTS ON THE PRODUCTION OF HOUSING (GOVERNMENT CODE 65583(A))

In planning for the development, maintenance and improvement of housing, constraints to housing development must be assessed. Many of these constraints cannot be mitigated by local government, particularly those related to the condition of the national and state economies, but others can be minimized in order to facilitate the provision of housing that is required to meet identified needs.

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When analyzing constraints on the production of housing, it is important to distinguish between (1) unreasonable and excessive constraints and (2) other, sometimes conflicting, mandates placed by the state and federal governments on local municipalities; the realities of municipal finance; legitimate requirements needed to protect public health and safety; and required environmental impact mitigation. The City of Laguna Hills, while recognizing its mandate to facilitate the production of housing to meet the needs of all economic segments of the community, is also concerned about the quality of the living environment that is created, the integrity of the natural environment it is charged with managing, and the impacts that new housing will have on the area's roadway and infrastructure systems.

Governmental Constraints

State Housing Element Guidelines require that the Housing Element address those public actions which might constrain the maintenance, improvement or development of housing. The major constraints imposed by government are decreasing federal and state commitment to housing programs, conflicting local responsibilities, development standards and land use controls, fees, and processing time.

Federal and State Commitments

The emphasis placed by the federal and state governments on housing policies and funding has traditionally shifted with changing administrations and priorities. However, there has been a clear trend to de-emphasize federal and state housing programs over the past decade. During this time, federal and state funding for housing programs has been sharply reduced. A concurrent reduction in state funding for housing occurred over the same time. This leaves local governments in California with a mandate to provide programs to facilitate housing for all economic segments of the community without access to funds to maintain such programs.

Given the budgetary problems being experienced by both the federal and state governments, it is unlikely that increased funding for housing programs will be forthcoming in the near to mid-term future. It is possible, however, that remaining housing programs will face further reductions in funding.

Conflicting Responsibilities of Local Government

The mandate that local government facilitate the provision of housing for all economic segments of the community is but one of many, often conflicting, responsibilities. Included among these responsibilities is prudent fiscal management. To the extent that cities such as Laguna Hills are forced to rely on retail sales tax as a primary means of municipal income, conversion of existing and potential sales tax producing lands to use for affordable housing is not likely. It is well known that, generally, "housing does not pay for itself." Thus, the diversion of local property taxes from municipalities to school districts makes housing production, particularly low and moderate income housing, an increasingly negative fiscal impact for the City. The City of Laguna Hills cannot long sustain the negative fiscal impacts of new housing in an era of increasing State mandates for various local government programs.

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General Plan

The General Plan outlines appropriate locations for each type of land use within the City of Laguna Hills, as well as the adopted sphere of influence. The General Plan is the primary source for regulating residential densities, and also establishes overall policies for development related to land use compatibility, public services and facilities provision, open space provision, and environmental mitigation. The General Plan Land Use map includes several residential categories to ensure a broad range of housing is maintained in the City in the future (see Table A-20). Residential land uses constitute 66.2 percent of the total acreage in the City and its sphere of influence. Because the City's is nearly builtout and the General Plan reflects existing residential densities, there is little opportunity for new housing development, as previously noted. The General Plan does, however, provide new housing opportunities within a mixed use setting in the Village area.

The General Plan also includes a Growth Management Component designed to be consistent with the requirements of the County's Growth Management Program (Measure "M"). The Countywide program requires each City to adopt a growth management element as part of its general plan. Specifically the City's element must establish a traffic level of service; provide a development mitigation program which ensures new development pays its share of growth impacts; and establishes a development phasing and annual monitoring program to ensure service goals are achieved. The growth management policies contained in the plan are required by the County for all municipalities, and in most cases document development policies which have been standard procedure. Constraints to the development of affordable housing, therefore, are minimal and at the most represent necessary requirements to ensure the development of the minimum needed public services to offset development impacts countywide.

Zoning Regulations

Zoning regulates the use; density; setbacks; parking; and placement and mix of residential, commercial, and industrial developments to reflect community goals and objectives. Zoning also regulates the intensity of residential land use through minimum lot size requirements. Upon incorporation, the City inherited six planned community areas, a portion of Orange County's Aliso Creek Recreational Specific Plan, and areas which had been developed under conventional County zoning. Created as specialized zoning districts, the planned communities and specific plans establish development standards which are applied to a specific area. Each planned community is required to have both written standards of development along with a development plan be adopted. Differences in density and specific development standards within each of the planned community areas have made the administration of subsequent development approvals cumbersome. Discussions with City Planning staff indicate additional code related difficulties including:

- Planning and zoning documentation provided by the County was not entirely complete, current, or well suited for use in City-level operations.
- The conventional zoning code, as applicable to the City, has too many separate residential zones which differ slightly between each other.
- Conventional zones have been further modified by obscure map codes which indicate variations in site development, uses, or development conditions which are described in various separate zoning actions.

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- Zoning code sections and zoning provisions of existing planned communities make extensive reference to other codes sections which are often superseded or obsolete.
- Various general sections contain additional site development standards which are not properly referenced in major sections. Such organization makes it difficult to locate building site requirements, building line regulations, height limits, screening and landscaping, etc.

Although the existing zoning standards have not been a hinderance to new development, City staff have indicated that having so many different rules for development in the City creates need for additional review time. In response to these code related issues, City staff is currently working on the development of a comprehensive zoning code and planning information system. This system will include the basic maps and statistics, zoning provisions and miscellaneous zoning provisions and procedures which will be necessary to increase efficiency and reduce processing constraints.

Table A-20
City of Laguna Hills General Plan Land Use
1993 (City and Sphere of Influence)

General Plan		
Land Use Designation	Density	Acres
Estate Residential	0-3.5 du/ac	1,150.55
Low Density	3.0-6.5 du/ac	931.95
Medium Low Density	6.5-12.5 du/ac	346.03
Medium Density	12.5-18 du/ac	104.05
High Density	18-30 du/ac	78.28
Village Commercial	F.A.R. designations equal to allowable designations plus an additional percentage as regulated by the established trip budget. ¹	206.10
Freeway commercial	0.40 F.A.R.	64.92
Community Commercial	0.35 F.A.R.	74.46
Office Professional	0.50 F.A.R.	21.40
Mixed Use	0.50 F.A.R.	298.40
Public/Institutional	1.0 F.A.R.	197.06
Park	Governed by Recreation purpose of the land	128.26
Open Space	Governed by open space purpose of the land, not intended for urban development	478.24
Total		4,079.7

Source: Planning Network, 1993

1. Additional information regarding the maximum intensity of development and related trip budgets for the Village Commercial land designation is included in the Community Development and Design Chapter.

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In addition, the City has adopted the County's system of discretionary actions and procedures which include the permit types described in Table A-21.

Table A-21
City of Laguna Hills
Discretionary Permits 1993

Permit Type	Description	Development Review Schedule
Feature Plans	The purpose of Feature Plans is to conceptually describe a proposed development for a large area and to describe how environmental and land use issues of special concern will be addressed.	It is not anticipated that any residential Feature Plans will be processed due to the near built-out status of the City's residential areas.
Area Plans	Area Plans are similar to Feature Plans except that an area plan contains more detailed information and addresses a smaller area.	It is not anticipated that any residential area plans will be processed due to the near built-out status of the City's residential areas.
Use Permits	Use Permits provide for public review of detailed final plans for a proposed use.	Processing time for a use permit is approximately 3-4 months.
Site Development Permits	Site Development Permits provide administrative review of development plans for a proposed use.	An administrative site development permit takes 3-4 weeks to review. A Planning Commission site development permit takes 2-3 months to review.
Variance Permits	Allows for alterations to the adopted zoning standards to conform to constraints which are unique to a specific development site.	An administrative variance takes 3-4 weeks to review. A Planning Commission variance takes 2-3 months to review.

Source: City of Laguna Hills Zoning Ordinance, as adopted 1991.

As part of the project review and approval procedures, the City frequently recommends conditions of approval for General Plan amendments, zone changes, discretionary permits (e.g., use permits, site plans, etc.) and subdivision maps. These conditions are imposed in accordance with state law and City policy, and address matters of public concern on a project by project basis. These development conditions are to be reviewed on a regular basis as part of the General Plan Review and Update Program (see General Plan Implementation and Monitoring Program) to ensure that they are being reasonably related to the use for which the property is intended.

In addition to site development standards, the Laguna Hills zoning ordinance contains the following ordinances which affect land use within the City.

- Condominium Conversion Use Permit: requires a use permit and condominium conversion program for the conversion of existing residential units to condominiums. The conversion program must detail how affordable housing will be achieved, and analysis of the balance of housing in the City, vacancy rates, and a relocation plan.

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- Affordable Housing Incentive Use Permit. This ordinance facilitates housing developments where at least 50 percent of the dwelling units are for senior citizens.
- Affordable housing Incentive Use Permit procedure (Section 7-0-140 of the Laguna Hills Zoning Code). The purpose of this ordinance is to permit deviations from site development standards that provide flexibility for builders in order to deliver a more affordable housing product.

Implementation measures included in the General Plan Implementation Program provide for a reconciliation of the above described zoning standards adopted by the City upon incorporation into a comprehensive development code which incorporates the individual development standards within each planned community.

Building Codes and Enforcement

Building codes regulate new construction and rehabilitation, and are designed to ensure that adequate protection against fire, structural collapse, unsanitary conditions, and other safety hazards. Laguna Hills has adopted and enforces the Uniform Building Code (UBC), and has adopted local amendments to statewide codes. On October 13, 1993, the City of Laguna Hills adopted ordinance 92-17 which adopted by reference the 1991 State Uniform Building Code, the 1991 Uniform Building Code Standards, 1991 Uniform Plumbing Code, 1991 Uniform Mechanical Code, 1991 Uniform Housing Code, 1991 Uniform Code for the Abatement of Dangerous Buildings, 1991 Uniform Building Code for Solar Energy Installations, 1990 National Electrical Code, 1991 Uniform Administrative Code Provision for the National Electrical Code, 1991 Uniform Swimming Pool, Spa and Hot Tub Code. These codes establish the minimum construction standards as applied to all residential buildings. The UBC establishes minimum construction standards for residential and other types of development; although cities can adopt stricter standards, they cannot reduce standards. Thus, the City of Laguna Hills is precluded from revising its building codes as a means of reducing construction costs. However, building costs do not appear to be unduly increased through local building codes, although state energy conservation regulations, which are cost effective in the long run, may add to construction costs.

Since most of the housing in the City is less than 25 years old, the existing housing within the City does not appear to exhibit any quality problems. Code enforcement in the City is handled on a call-in and complaint basis. The Building Department will inspect buildings for code violations and make the owner aware of necessary improvements. There does not appear to be a need to expand present code enforcement activities as evidenced by the lack of a significant housing quality problem.

Fees and Exactions

The role that fees play in constraining the production of housing is difficult to measure, although they can affect housing prices in certain markets. The theory behind fees is that new development should bear its own costs, and that these costs should be spread as equitably as possible. State law requires that fees bear a reasonable relationship to the actual costs incurred by the City. Even so, fees may add significantly to the cost of a housing unit. Fees are collected by the City to defray the costs of permit processing; inspections; environmental review; and to contribute to the construction of facilities and delivery of services such as water, sewer, storm drains, and parks and recreation, and other social services.

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The Building Industry Association of Southern California completed a development fee survey for Orange County Cities in February 1993. Cities who participated in the survey were asked to identify fees in the context of a hypothetical 50-home detached subdivision. The results of this survey concluded that fees charged by the City of Laguna Hills are comparable with those of surrounding jurisdiction (see Table A-22).

Table A-22
Comparison of Development Fee Schedules

Fee Category	Cost Per Unit				
	City of Laguna Hills	City of Laguna Niguel	City of Lake Forest	City of Laguna Beach	City of Mission Viejo
Environmental					
Initial Determination	3,000 dep/hrly*	N/A	3,000 dep/hrly	N/A	N/A
Negative Declaration	N/A	N/A	N/A	\$2	\$310
EIR Processing	5,000 dep/hrly	\$54	5,000 dep/hrly	\$15	\$34
Environmental Review	N/A	\$34	N/A	N/A	N/A
Categorical Exemption	N/A	N/A	N/A	\$1	\$34
Planning					
General Plan Amendment	5,000 dep/hrly	\$130	5,000 dep/hrly	\$20	\$21
Zone Change	5,000 dep/hrly	\$32	\$5,000 dep/hrly	\$20	\$21
Tentative Tract Map	7,500 dep/hrly	\$59	7,500 dep/hrly	\$336	\$79
Site Plan Review	N/A	\$43	4,400 dep/hrly	\$40 \$150	\$21
Tentative Parcel Map	N/A	N/A	N/A	N/A	\$42
Area Plan	N/A	N/A	N/A	N/A	\$14
Building					
Building	\$1,376	\$12,260	\$965	\$865	\$1,433
Plan Check	\$894	\$882	\$231	\$658	Included
Electrical	Included	Included	Included	\$96	Included
Mechanical	Included	Included	Included	\$17	Included
Plumbing	Included	Included	Included	\$17	Included
Engineering & Subdivision					
Final Tract Map	N/A	\$67	972 dep/hrly	\$30	N/A
Sewer	\$56	\$56	\$56	\$59	\$77 per agency schedule
Water	\$72	\$72	\$72	\$50	\$89 per agency schedule

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Table A-22
Comparison of Development Fee Schedules

Fee Category	Cost Per Unit				
	City of Laguna Hills	City of Laguna Niguel	City of Lake Forest	City of Laguna Beach	City of Mission Viejo
Engineering & Subdivision (Cont'd)					
Storm Drain	\$18	\$18	\$18	\$74	\$92
Street	\$286	\$286	\$286	\$250	\$25
Grading	\$127	\$1,800	\$127	\$19	\$71
Capital Facilities & Connections					
Transportation Corridor	\$814 \$1,607	\$2,822	\$814 \$1,607	\$0	\$1,706
Coastal Area Road Improvements	\$1,384	\$834 \$1,384	N/A	N/A	N/A
Foothill Circulation Phasing Plan	N/A	N/A	\$319 \$1,566	N/A	\$1,560 \$2,740

Source: BIA Land Development Fee Survey, 1992-1993

Note:

* dep/hrly = deposit per hourly.

Figures are rounded to the nearest dollar.

Where a range is used, the actual figure depends upon location and unit type.

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Non-Governmental Constraints

Developers' Market Perceptions

Developers generally design their projects to attract a specific market segment. This market segment is selected based on their *perception* as to how they might maximize the profitability and sales rate of their project. In general, upper end housing provides greater opportunities for profit than do middle end or "affordable" housing projects. In addition, developers often provide amenities over and above the minimums required by a City's zoning, subdivision, or building codes. These amenities add to the cost of housing; however, it is not reasonable for the City to prevent developers from providing amenities beyond those required by the City or from imposing more stringent standards such as lower than maximum allowable densities.

Availability of Developable Land for Low and Moderate Income Housing

The City of Laguna Hills has very few vacant parcels of land available for urban residential use that could be developed without creating significant adverse environmental impacts. The uncommitted open space parcels which do exist within the City represent improved lots within established neighborhoods and lands possessing a wide variety of significant environmental features. These environmental features include sensitive biological habitats and habitat linkages, steep hillsides and canyons, intermittent wetland areas, and others. The majority of lands that are suited to development (i.e. flat areas with few significant environmental features) represent existing residential parcels within established neighborhoods or are located within high noise hazard areas, areas which are currently impacted by high traffic generating land uses, and are not suitable for residential uses (see Opportunities for the creation of new housing). In addition, available residential vacant parcels are located in developments that have approved development agreements and have provisions which do not allow future increase in density or intensity. Apart from the existing residential infill parcels, these lands generally have commercial or business park development project approvals, vesting tentative maps, or development agreements, and are not therefore available for conversion to residential use within the next two to ten years.

Further, retention of commercial and business park lands in non-residential use is necessary to increase local employment opportunities and reduce vehicle miles traveled within the City and thereby achieve consistency with the South Coast Air Quality Management Plan.

Because most commercial and business park uses within Laguna Hills are relatively new, opportunities for converting existing developed commercial and business park lands to residential use is limited. The cost of purchasing viable commercial or business park buildings for residential development would be prohibitive, and would result in significant long-term negative fiscal impacts for the City. In addition, these existing commercial and business park uses do not exhibit any signs of blight and therefore are not eligible for recycling through redevelopment activities.

Land and Construction Costs

Land and construction costs are a significant component in the cost of housing. Land costs are a function of the private market and are relatively high due to the City's location near major employment centers. Due to the builtout nature of the City, vacant land which is available for the development of affordable housing projects is nearly nonexistent, and cannot be directly compared to surrounding jurisdictions. Construction costs are also set by the private market and are influenced by a variety of factors including the availability and price of materials and labor, the quality of construction and the amenities offered.

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The cost factors used by the City of Laguna Hills to estimate cost of new housing, is as follows.

Apartment Houses

Masonry	\$56.00 per square foot
Wood Frame	\$49.80 per square foot

Single Family Dwellings

Masonry	between \$59.90 per square foot for average and \$76.90 for good.
Wood Frame	between \$51.50 per square foot for average to \$72.90 for good.

Availability and Cost of Financing

Financing costs, for the most part, are not subject to local influence. The control of interest rates is determined by national policies and economic conditions. Interest rates directly influence the buying power of home buyers as well as the cost of home construction, through construction loans. Currently, interest rates are at their lowest level in 22 years which has made homes affordable for a larger portion of the population. In recent years problems in the banking industry has led many lending institutions to adopt more conservative lending criteria for construction loans, especially for multiple family housing. These factors have influenced the supply of housing throughout Southern California.

Environmental

Like the entire Southern California region, the General Plan study area is located within a region of high seismic activity. The potential for strong groundshaking should be accommodated in building design, and is addressed in the Geologic and Seismic Section of this Report.

Infrastructure

The infrastructure of critical importance to the maintenance of existing and development of new housing includes water facilities, sewerage facilities, streets, sidewalks, and curbs. The provision and maintenance of these facilities in a community enhances not only the character of the neighborhood but also serves as an incentive to homeowners to routinely maintain and keep up their homes. In the alternative, when these public improvements are left to deteriorate or they are over-extended in use, the neighborhoods in which they are located become neglected and usually show early signs of deterioration.

Nearly all of the City's existing residential land has been developed or is committed for development. Infrastructure to accommodate these existing developments is already in place. Any expansion to the residential land inventory would have to take place in areas peripheral to existing residential neighborhoods. Such expansion, if it occurs, should be accompanied by adequate provision of infrastructure support.

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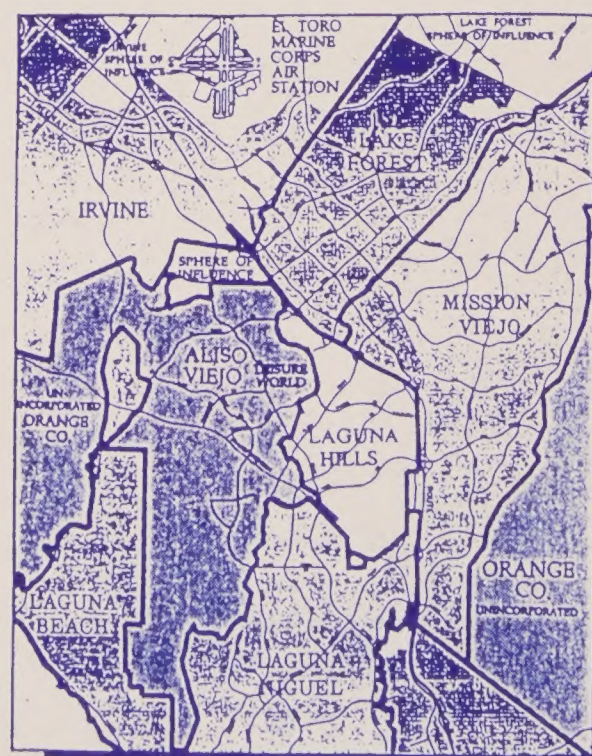
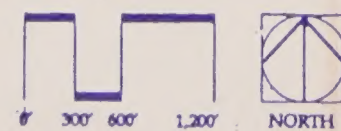
Jobs/Housing Balance

The issue of jobs/housing balance has been promoted as a mechanism to reduce congestion and air pollution and as a way for cities to plan for a balanced community with job and housing opportunities for everyone. The jobs/housing balance is a ratio which shows the number of jobs in the community per household. As of July, 1993 the City of Laguna Hills has 8,190 housing units and employment of 12,225. This calculates to a jobs/housing ratio of 1.49, or 1.49 jobs per housing unit. The Southern California Association of Governments (SCAG) has identified the "ideal" jobs/housing ratio as 1.2 jobs per household. Therefore, the City of Laguna Hills qualifies as slightly "job-rich." The City is also located within a regional area that is also "job-rich." However, it should be noted that Laguna Hills is noted for it's balanced land use distribution and sound fiscal condition.



PLANNING NETWORK

Adopted by Laguna Hills City Council on June 28, 1994



DATE:	REVISION:	BY:
1/16/10	BASE MAP	JL
3/15/10	SEE LAND USE MAP DRAFT A	JL
4/15/10	ALL LAND USE MAP DRAFT	JL
7/22/10	OPIC PREFERRED LAND USE	K
10/15/10	DRAFT LAND USE MAP	JL
11/16/10	RECOMMENDED BY OPIC	JL
6/18/14	ADOPTED BY CITY COUNCIL	Q

